DUBLIN SAN RAMON SERVICES DISTRICT
Board of Directors

NOTICE OF REGULAR MEETING
TIME: 6 p.m. **DATE:** Tuesday, April 4, 2017
PLACE: Regular Meeting Place
7051 Dublin Boulevard, Dublin, CA

AGENDA

Our mission is to provide reliable and sustainable water and wastewater services to the communities we serve in a safe, efficient and environmentally responsible manner.

1. CALL TO ORDER

2. PLEDGE TO THE FLAG

3. ROLL CALL – Members: Duarte, Halket, Howard, Misheloff, Vonheeder-Leopold

4. SPECIAL ANNOUNCEMENTS/ACTIVITIES

5. PUBLIC COMMENT (MEETING OPEN TO THE PUBLIC)
At this time those in the audience are encouraged to address the Board on any item of interest that is within the subject matter jurisdiction of the Board and not already included on tonight's agenda. Comments should not exceed five minutes. Speakers' cards are available from the District Secretary and should be completed and returned to the Secretary prior to addressing the Board. The President of the Board will recognize each speaker, at which time the speaker should proceed to the lectern, introduce him/herself, and then proceed with his/her comment.

6. REPORTS

6.A. Reports by General Manager and Staff
- Event Calendar
- Correspondence to and from the Board

6.B. Joint Powers Authority and Committee Reports
Special LAVWMA – March 29, 2017

6.C. Agenda Management (consider order of items)

7. APPROVAL OF MINUTES

7.A. Regular Meeting of March 21, 2017
Recommended Action: Approve by Motion

8. CONSENT CALENDAR - None
Matters listed under this item are considered routine and will be enacted by one Motion, in the form listed below. There will be no separate discussion of these items unless requested by a Member of the Board of Directors or the public prior to the time the Board votes on the Motion to adopt.

9. BOARD BUSINESS

9.A. Nomination of Vice President Georgean Vonheeder-Leopold as the Alternate Special District Member to the Alameda County Local Agency Formation Commission (Alameda LAFCo) and Appointment of Voting Delegate
Recommended Action: Approve by Resolution and Appoint by Motion

9.B. Adopt Revised Budget Accountability Policy and Rescind Resolution No. 41-15
Recommended Action: Adopt Policy by Resolution

9.C. Award Construction Agreement to JMB Construction Inc., Authorize a Construction Change Order Contingency, Authorize Execution of Task Order No. OC-10 with Carollo Engineers, Inc. for Construction Management and Engineering Services During Construction, and Approve a Capital Improvement Program and Project Budget Increase for the Facilities Relocation for Dublin Boulevard Widening - Sierra Court to Dublin Court Project (CIP 16-A002)
Recommended Action: Approve by Resolutions (2) and Authorize by Motion

9.D. Public Hearing: Initial Study/Mitigated Negative Declaration for the Dublin Trunk Sewer Rehabilitation (CIP 16-S021)
Recommended Action: Hold Public Hearing

9.E. Review and Provide Direction on Draft 2017 Strategic Plan
Recommended Action: Review and Provide Direction

10. BOARD MEMBER ITEMS
- Submittal of Written Reports from Travel and Training Attended by Directors

11. ADJOURNMENT

All materials made available or distributed in open session at Board or Board Committee meetings are public information and are available for inspection at the front desk of the District Office at 7051 Dublin Blvd., Dublin, during business hours, or by calling the District Secretary at (925) 828-0515. A fee may be charged for copies. District facilities and meetings comply with the Americans with Disabilities Act. If special accommodations are needed, please contact the District Secretary as soon as possible, but at least two days prior to the meeting.

DUBLIN SAN RAMON SERVICES DISTRICT
MINUTES OF A REGULAR MEETING OF THE BOARD OF DIRECTORS

March 21, 2017

1. CALL TO ORDER

A regular meeting of the Board of Directors was called to order at 6 p.m. by President Richard Halket.

2. PLEDGE TO THE FLAG

3. ROLL CALL

Boardmembers present at start of meeting:

President Richard M. Halket, Vice President Georgean M. Vonheeder-Leopold, Director D.L. (Pat) Howard, Director Edward R. Duarte, and Director Madelyne (Maddi) A. Misheloff.

District staff present: Dan McIntyre, General Manager; Carol Atwood, Administrative Services Manager/Treasurer; Judy Zavadil, Engineering Services Manager; Jeff Carson, Operations Manager; Carl P.A. Nelson, General Counsel; and Nicole Genzale, Executive Services Supervisor/District Secretary.

4. SPECIAL ANNOUNCEMENTS/ACTIVITIES - None

5. PUBLIC COMMENT (MEETING OPEN TO THE PUBLIC) – 6:01 p.m. No public comment was received.

6. REPORTS

A. Reports by General Manager and Staff

- Event Calendar – General Manager McIntyre reported on:
  - The DSRSD/Pleasanton Liaison meeting has been scheduled for Thursday April 20 at 4 p.m.
  - The Tri-Valley Water Retailers Liaison meeting has been scheduled for Wednesday April 26 at 4 p.m.

- Correspondence to and from the Board on an Item not on the Agenda - None

B. Joint Powers Authority and Committee Reports
DSRSD/City of Dublin Liaison Committee Meeting - March 13, 2017

President Halket invited comments on recent Committee activities. Directors felt the available written report provided adequately covered the many matters considered at the Committee meeting.

C. Agenda Management (consider order of items) – No changes were made.

7. APPROVAL OF MINUTES – Special Meeting of March 7, 2017
Regular Meeting of March 7, 2017

Vice President Vonheeder-Leopold MOVED for the approval of the March 7, 2017 Special minutes. Director Howard SECONDED the MOTION, which CARRIED with FIVE AYES.

Director Howard MOVED for the approval of the March 7, 2017 Regular minutes. Director Misheloff SECONDED the MOTION, which CARRIED with FIVE AYES.

8. CONSENT CALENDAR

Director Duarte MOVED for approval of the items on the Consent Calendar. Vice President Vonheeder-Leopold SECONDED the MOTION, which CARRIED with FIVE AYES.

A. Authorize the General Manager to Execute a Purchase Order with Mohawk Carpet Distribution, Inc. under the California Multiple Award Schedules Contract (CMAS Contract 4-13-72-0039C) for the Laboratory Flooring as Part of the WWTP Administrative Building Improvements Project (CIP 16-P031) – Approved

B. Approve Agreement for Auditing Services with Maze & Associates – Approved – Resolution No. 9-17

C. Appoint New Trustee/Custodian and New Plan Administrators for the Dublin San Ramon Services District Defined Contribution 457(b) Plan and *Rescind Resolution No. 17-15* – Approved - Resolution No. 10-17

D. Accept the Following Regular and Recurring Reports: Water Supply and Conservation, District Financial Statements, Warrant List, Upcoming Board Business, and Unexpected Asset Replacement – Approved

E. Adopt Revised Candidates' Statement Costs Policy and *Rescind Resolution No. 20-13* - Approved - Resolution No. 11-17

9. BOARD BUSINESS

A. Adopt Revised Director Travel and Expenses Policy and *Rescind Resolution No. 4-13*

Administrative Services Manager Atwood reviewed the item for the Board.

The Board and staff discussed the proposed revisions including per diem rates, how the rates are determined, and their feasibility in the various locations the Board travels to for conferences and functions.

The Board agreed with the proposed policy revisions.

Director Misheloff MOVED to adopt Resolution No. 12-17, Adopting the Revised Director Travel and Expenses Policy and *Rescinding Resolution No. 4-13*. Director Howard SECONDED the MOTION, which CARRIED with FIVE AYES.

B. Adopt Revised Purchasing Policy and *Rescind Resolution No. 14-06*

Administrative Services Manager Atwood reviewed the item for the Board.

The Board and staff discussed the proposed revisions to clarify the General Manager's approval authority.

The Board agreed with the proposed policy revisions.

Vice President Vonheeder-Leopold MOVED to adopt Resolution No. 13-17, Revising the Purchasing Policy and *Rescinding Resolution No. 14-06*. Director Misheloff SECONDED the MOTION, which CARRIED with FIVE AYES.

C. Adopt Revised Use of Discrete Sewerage Systems Policy and *Rescind Resolution No. 2-09*

Engineering Services Manager Zavadil reviewed the item for the Board.

The Board and staff discussed the proposed revisions to reflect State Water Resources Control Board terminology, and the current status of Onsite Wastewater Treatment Systems in the DSRSD service area, which are very few.

The Board agreed with the proposed policy revisions.

Director Howard MOVED to adopt Resolution No. 14-17, Adopting the Revised Use of Discrete Sewerage Systems Policy and *Rescinding Resolution No. 2-09*. Director Duarte SECONDED the MOTION, which CARRIED with FIVE AYES.

D. Receive Presentation on the Draft Wastewater Treatment Plant and Biosolids Master Plan (CIP 14-P004)

Engineering Services Manager Zavadil reviewed the item for the Board, presenting an overview of the Master Plan (Plan) which provided background for many decisions that will be brought before the Board in coming months concerning the capital improvement budget, wastewater rate study and Strategic Plan. She also introduced Kathryn Giese and Jeff Pelz from West Yost, the consultant firm that prepared the studies, who were present and available to answer questions. She explained there are six areas covered by the Plan: secondary treatment process, potable reuse, biosolids management, energy management, odor control and asset management. She reviewed the first three this evening and explained the second three will be addressed at the April 18 Board meeting. Her presentation illustrated a timeline of major decision points, from the present to 2035, for projects and their estimated costs related to secondary treatment process, potable reuse, and biosolids management. She concluded with a summary of all three processes, timing and costs.

The Board and staff discussed various aspects of the draft plan presented so far regarding the potential project requirements, facility locations, and design life, Zone 7 Water Agency's potential role, the anticipated project for a new digester and related fees collection, and dewatering included in the last wastewater treatment plant fee

study. Ms. Zavadil also reported that the Regional Water Quality Control Board ensures agencies have master and maintenance plans to plan facilities into the future.

The Board thanked her and West Yost for the plan update presented thus far and look forward to the next presentation.

10. BOARDMEMBER ITEMS

Vice President Vonheeder-Leopold submitted a written report to Executive Services Supervisor Genzale. She reported that she attended the California Association of Sanitation Agencies (CASA) Board of Directors teleconference meeting on March 20. She summarized the activities and discussions at the meeting.

11. CLOSED SESSION

At 7:10 p.m. the Board went into Closed Session.

A. Public Employee Performance Evaluation – Pursuant to Government Code Section 54957
Title: General Manager

12. REPORT FROM CLOSED SESSION

At 7:56 p.m. the Board came out of Closed Session. President Halket announced that there was no reportable action.

13. ADJOURNMENT

President Halket adjourned the meeting at 7:57 p.m.

Submitted by,

Nicole Genzale, CMC
Executive Services Supervisor

TITLE: Nomination of Vice President Georgean Voheeder-Leopold as the Alternate Special District Member to the Alameda County Local Agency Formation Commission (Alameda LAFCo) and Appointment of Voting Delegate

RECOMMENDATION:

Staff recommends the Board of Directors:

1) Approve, by Resolution, the nomination of Vice President Georgean Vonheeder-Leopold as the Alternate Special District Member to the Alameda County Local Agency Formation Commission (Alameda LAFCo)
2) Appoint, by Motion, a Director as an alternate voting delegate to participate in the election on May 10, 2017, in the event that President Halket is unable to attend.

SUMMARY:

Vice President Voheeder-Leopold has been serving as the Alternate Special District Member on the Alameda LAFCo since 2013. Her term will expire on May 1, 2017. Pursuant to Government Code section 56332, the Alameda County Independent Special District Selection Committee (ISDSC) will hold an election whenever a vacancy exists among members representing independent special districts. Relevant materials from Alameda LAFCo is included as Attachment 1. The alternate representative will serve a four-year term.

As an independent special district in Alameda County, DSRSD is entitled to nominate, by a Board resolution, one of the DSRSD Boardmembers for Alternate Special District Member seat. Of the DSRSD Boardmembers, only Vice President Vonheeder-Leopold has expressed an interest in being nominated. If the Board approves her re-nomination, staff will coordinate with Vice President Vonheeder-Leopold to work on the required transmittals prior to the nominating deadline of May 5, 2017.

ISDSC, composed of the presiding officers of the legislative bodies of each independent special district in Alameda County, will hold an election on May 10, 2017, to fill the Alternate Special District Member seat. The Board may appoint another Boardmember to attend and vote at the election meeting on May 10, 2017, if President Halket is unable to attend. Staff recommends that the Board appoint, by Motion, a Boardmember as the alternate voting delegate to give the District more flexibility in reacting to possible Board schedule changes.

Originating Department: Executive Services	**Contact:** V. Chiu	**Legal Review:** Not Required
Cost: $146 per day of service	**Funding Source:** Fund 900	
Attachments: ☐ None ☐ Staff Report ☒ Resolution ☐ Ordinance ☐ Task Order ☐ Proclamation ☒ Other (see list on right)	**Attachment 1 – Alameda LAFCo Letter dated February 10, 2017 with first three attachments (ISDSC Rules, Government Code Section 56332, Nomination and Voting Delegate Form)**	

Alameda
LAFCO

ALAMEDA LOCAL AGENCY FORMATION COMMISSION
1221 OAK STREET, SUITE 555 * OAKLAND, CA 94612
(510) 271-5142 FAX (510) 272-3784
WWW.ACGOV.ORG/LAFCO

February 10, 2017

Board Presidents
Independent Special District Selection Committee

Subject: Alameda LAFCo – Notice of Alternate Special District Seat Term Expiration

Dear Committee Members:

This letter serves as notice that the term of the Alternate Special District Member on the Alameda Local Agency Formation Commission (LAFCo) will expire on May 1, 2017 (the first Monday in May). Therefore, Alameda LAFCo, in conjunction with the Alameda County Chapter of the California Special Districts Association, is calling a meeting of the Alameda County Independent Special District Selection Committee (ISDSC) for **Wednesday, May 10, 2017 at 10 am,** at the **East Bay Regional Park District, 2950 Peralta Oaks Court, Oakland, CA 94605**. Candidate nominations are **due Friday, May 5, 2017**. Please note that the incumbent, Georgean Vonheeder-Leopold, has indicated that she plans to seek re-election.

Alameda LAFCo's mission is to work for the citizens and government agencies of Alameda County by encouraging efficient municipal services, balancing infrastructure needs for sustainable growth, and conserving the environment and public resources such as prime agricultural and open space land. Being on LAFCo offers an opportunity for special districts to have a voice in governmental reorganization issues potentially affecting them, as well as the County overall. The independent special districts in Alameda County have had two regular seats and one alternate seat on Alameda LAFCo since July 1994.

The purpose of the ISDSC is to elect special district members to LAFCo. The ISDSC consists of the presiding officers of the legislative bodies of each independent special district in Alameda County. Pursuant to Government Code §56332 and the ISDSC rules, a district's Board may appoint one of its members to attend the meeting if the presiding officer is unable to attend. For your information, enclosed are the ISDSC's rules (Attachment 1) and Government Code Section 56332 (Attachment 2).

For this election each independent special district is entitled to nominate one Board Member. For the alternate seat, nominees can be from either enterprise or non-enterprise districts. The nominees must meet the eligibility requirements outlined in Section VI of the ISDSC's rules. A nomination and voting delegate form is enclosed for your use (Attachment 3). Eligible nominees may circulate a statement of qualifications prior to or at the May 10th ISDSC meeting.

Per the ISDSC's rules, any district nominating a candidate must ratify that nomination by Board resolution. Furthermore, upon nomination, the nominating district must provide written notice to all other districts of their candidate selection. No resolution is needed from a district that does not wish to nominate a candidate. Attached is a list of each district's contact information (Attachment 4).

Please note the following timeline:

Deadline	Action
Friday, May 5, 2017	**Nominations due** from each district. Please complete and return the attached form to Alameda LAFCo. *Please note that pursuant to Government Code §56332, "if only one candidate is nominated for a vacant seat, that candidate shall be deemed selected, with no further proceedings."*
Friday, May 5, 2017	Each district submits the name of the presiding officer or designee (must be an elected board member) who will be voting at the May 10th meeting. Please complete and return the attached form to Alameda LAFCo.
Before Wednesday, May 10, 2017	All nominating agencies must ratify their district's nominee via Board resolution and send a notice of the nomination to the presiding officers of all the other districts (see attached contact information). Please submit a copy of the resolution to Alameda LAFCo.
Wednesday, May 10, 2017 10 am	Independent Special Districts Selection Committee meeting at the East Bay Regional Park District, 2950 Peralta Oaks Court, Oakland.

Please contact me should you have any questions at (510) 272-3894 or mona.palacios@acgov.org.

Sincerely,

Mona Palacios
Executive Officer

Attachments:

1. ISDSC Rules
2. Government Code Section 56332
3. Nomination and Voting Delegate Form
4. Special District Contact Information

V:\LAF\Special District LAFCo Elections\May 2017, alternate\term expiration notice to ISDSC.doc

c: Ryan Clausnitzer, Alameda County Mosquito Abatement District
Robert Shaver, Alameda County Water District
Katherine Boxer, Alameda County Resource Conservation District
Roland Williams, Castro Valley Sanitary District
James E.T. Jackson, City of Alameda Health Care District
Daniel McIntyre, Dublin San Ramon Services District
Alex Coates, East Bay Municipal Utility District
Bob Doyle, East Bay Regional Park District
Dev Mahadevan, Eden Township Hospital District
Tara Reyes, Fairview Fire Protection District
Paul McCreary, Hayward Area Recreation & Park District
Tim Barry, Livermore Area Recreation & Park District
Jason Warner, Oro Loma Sanitary District
Paul Eldredge, Union Sanitary District
Nancy Farber, Washington Township Hospital District
Stacy Marcoux, Alameda Co. Special Districts Assn.

Revised 1/14/04

RULES
FOR THE LAFCO
INDEPENDENT SPECIAL DISTRICT SELECTION COMMITTEE

Adopted April 13, 1994
By: Alameda County Chapter, California Special Districts Association

SECTION I PURPOSE

The purpose of the Independent Special District Selection Committee (ISDSC) shall be to appoint the regular and alternate special district members to the Alameda County Local Agency Formation Commission (LAFCo) whenever a vacancy exists among members representing independent special districts (Government Code Section 56332).

SECTION II MEMBERSHIP

The ISDSC shall be composed of the presiding officer of the legislative body of each independent special district either located wholly within Alameda County or containing territory within Alameda County that represents 50% or more of the assessed value of taxable property of the district. The district may appoint one of its members as an alternate ISDSC member in the event the presiding officer is unavailable (Government Code Section 56332).

SECTION III MEETINGS

The LAFCo Executive Officer shall give written notice to the presiding officer of each eligible independent special district that a meeting of the ISDSC will be held on a specified date and at a specified time and place pursuant to:

A. A vacancy existing among the members or alternate member representing independent special districts upon the Commission; or

B. Receipt of a written request by one or more members of the ISDSC representing districts having 10% or more of the assessed value of taxable property within Alameda County (Government Code Section 56332).

All meetings of the ISDSC shall be open meetings and comply with all applicable provisions of the Ralph M. Brown Act.

SECTION IV QUORUM

Each presiding officer or alternate member attending the meeting shall be required to register their attendance. Members representing a majority of the eligible districts shall constitute a quorum for the conduct of the ISDSC business. No meeting shall be convened by the LAFCo Executive Office prior to establishing a quorum.

SECTION V VOTING

Each member of the ISDSC shall be entitled to one vote for each independent special district of which he or she is the presiding officer (Government Code Section 56332).

SECTION VI ELIGIBILITY

To be eligible for nomination and selection to the Alameda County Local Agency Formation Commission, an individual:

A. Must be an elected or appointed independent special district officer within Alameda County (Government Code Section 563323);

B. Must be a resident of Alameda County (Government Code Section 563323);

C. Must not be a member of the legislative body of a city or county (Government Code Section 563323);

D. Must act in such a manner so as to represent the diverse interests of all agencies, not his or her individual district; and

E. Must be willing to make a time commitment to fulfilling his or her county-wide role representing all special districts.

An elected or appointed independent special district board member who is an employee of the State of California, a county, a city, or a special district is eligible for nomination and selection to the Commission as a special district representative (Government Code Section 563323).

SECTION VII SEATING DESIGNATION

The seating of special district representatives on the Alameda County Local Agency Formation Commission shall be in accordance with the following designations:

1. One regular seat shall be designated as an "Enterprise District" seat;
2. One regular seat shall be designated as a "Non-Enterprise District" seat; and

3. One alternate seat shall be designated from either and Enterprise or Non-Enterprise district.

An "Enterprise" district is defined as any jurisdiction that derives the majority of its total revenues from user fees and/or service charges.

A "Non-Enterprise" district is defined as any jurisdiction that derives the majority of its total revenues from property taxes.

SECTION VIII NOMINATING PROCESS

Each independent special district shall be entitled to nominate a maximum of one board member from any district.

Each special district board shall determine its own internal process for selecting a name to be placed in nomination and for ensuring said nominee meets the eligibility criteria as set forth in Section VI.

- Districts are required to ratify said nominee by adoption of a board resolution.

Upon selection of a district nominee, the presiding officer of the district shall provide written notification of their nominee to the presiding officers of all other independent special districts.

An eligible district nominee may circulate a statement of his/her qualifications prior to the date of the ISDSC meeting.

SECTION IX BALLOTING PROCESS

At the meeting of the ISDSC, the balloting shall be conducted in accordance with the following:

A. If vacant, the first balloting shall be for selection of the "Enterprise District" representative. The candidate receiving a simple majority shall be declared the winner. In the event of a tie or no majority winner, a run-off ballot(s) shall be conducted.

B. If vacant, the second balloting shall be for selection of the "Non-Enterprise District" representative. The candidate receiving a simple majority shall be declared the winner. In the event of a tie or no majority winner, a run-off ballot(s) shall be conducted.

C. If vacant, the third balloting shall be for selection of the alternate representative. The candidate receiving a simple majority shall be declared the winner. In the event of a tie or no majority winner, a run-off ballot(s) shall be conducted.

When previous balloting has taken place for Enterprise and/or Non-Enterprise vacancies, the ballot for the alternate representative shall also include the names of all non-winning candidates from the other ballots, if the candidate so desires.

Upon completion of the balloting, the ISDSC shall provide written notification to the LAFCo Executive Officer of the name(s) of the Committee's appointment(s) to the Commission.

SECTION X ALTERNATE NOMINATING AND BALLOTING PROCESS

In the event that the LAFCo Executive Officer determines that securing a quorum of ISDSC members for a meeting is not feasible, the LAFCo Executive Officer may conduct business of the ISDSC in writing (Government Code Section 56332).

SECTION XI TERMS OF OFFICE

Regular representatives shall serve staggered four year terms. The alternate representative shall serve a four year term.

If a representative or alternate is unable to complete a full term, and more than one year is remaining in the uncompleted term, a nominating and balloting process shall be conducted in accordance with these bylaws.

The expiration date of the term of office of each member shall be the first Monday in May in the year in which the term of the member expires (Government Code Section 56334).

Any district member may be removed at any time and without cause by a majority vote of the ISDSC, as the appointing body (Government Code Section 56334). Failure to attend three regular Commission meetings in a calendar year may be grounds for possible removal by the ISDSC.

SECTION XII MEMBER DISQUALIFICATION

At the time of appointment of a regular member or alternate, the ISDSC may, by majority vote, provide that the member or alternate is disqualified from voting as a member of the Commission on any proposal affecting the district of which the member is a representative (Government Code Section 56332).

State of California

GOVERNMENT CODE

Section 56332

56332. (a) The independent special district selection committee shall consist of the presiding officer of the legislative body of each independent special district. However, if the presiding officer of an independent special district is unable to participate in a meeting or election of the independent special district selection committee, the legislative body of the district may appoint one of its members as an alternate to participate in the selection committee in the presiding officer's place. Those districts shall include districts located wholly within the county and those containing territory within the county representing 50 percent or more of the assessed value of taxable property of the district, as shown on the last equalized county assessment roll. Each member of the committee shall be entitled to one vote for each independent special district of which he or she is the presiding officer or his or her alternate as designated by the governing body. Members representing a majority of the eligible districts shall constitute a quorum.

(b) The executive officer shall call and give written notice of all meetings of the members of the selection committee. A meeting shall be called and held under one of the following circumstances:

(1) Whenever the executive officer anticipates that a vacancy will occur within the next 90 days among the members or alternate member representing independent special districts on the commission.

(2) Whenever a vacancy exists among the members or alternate member representing independent special districts upon the commission.

(3) Upon receipt of a written request by one or more members of the selection committee representing districts having 10 percent or more of the assessed value of taxable property within the county, as shown on the last equalized county assessment roll.

(c) The selection committee shall appoint two regular members and one alternate member to the commission. The members so appointed shall be elected or appointed members of the legislative body of an independent special district residing within the county but shall not be members of the legislative body of a city or county. If one of the regular district members is absent from a commission meeting or disqualifies himself or herself from participating in a meeting, the alternate district member may serve and vote in place of the regular district member for that meeting. Service on the commission by a regular district member shall not disqualify, or be cause for disqualification of, the member from acting on proposals affecting the special district on whose legislative body the member serves. The special district selection committee may, at the time it appoints a member or alternate, provide that the member or alternate

is disqualified from voting on proposals affecting the district on whose legislative body the member serves.

(d) If the office of a regular district member becomes vacant, the alternate member may serve and vote in place of the former regular district member until the appointment and qualification of a regular district member to fill the vacancy.

(e) A majority of the independent special district selection committee may determine to conduct the committee's business by mail, including holding all elections by mailed ballot, pursuant to subdivision (f).

(f) If the independent special district selection committee has determined to conduct the committee's business by mail or if the executive officer determines that a meeting of the special district selection committee, for the purpose of appointing the special district members or filling vacancies, is not feasible, the executive officer shall conduct the business of the committee by mail. Elections by mail shall be conducted as provided in this subdivision.

(1) The executive officer shall prepare and deliver a call for nominations to each eligible district. The presiding officer, or his or her alternate as designated by the governing body, may respond in writing by the date specified in the call for nominations, which date shall be at least 30 days from the date on which the executive officer mailed the call for nominations to the eligible district.

(2) At the end of the nominating period, if only one candidate is nominated for a vacant seat, that candidate shall be deemed appointed. If two or more candidates are nominated, the executive officer shall prepare and deliver one ballot and voting instructions to each eligible district. The ballot shall include the names of all nominees and the office for which each was nominated. Each presiding officer, or his or her alternate as designated by the governing body, shall return the ballot to the executive officer by the date specified in the voting instructions, which date shall be at least 30 days from the date on which the executive officer mailed the ballot to the eligible district.

(3) The call for nominations, ballot, and voting instructions shall be delivered by certified mail to each eligible district. As an alternative to the delivery by certified mail, the executive officer, with prior concurrence of the presiding officer or his or her alternate as designated by the governing body, may transmit materials by electronic mail.

(4) If the executive officer has transmitted the call for nominations or ballot by electronic mail, the presiding officer, or his or her alternate as designated by the governing body, may respond to the executive officer by electronic mail.

(5) Each returned nomination and ballot shall be signed by the presiding officer or his or her alternate as designated by the governing body of the eligible district.

(6) For an election to be valid, at least a quorum of the special districts must submit valid ballots. The candidate receiving the most votes shall be elected, unless another procedure has been adopted by the selection committee. Any nomination and ballot received by the executive officer after the date specified is invalid, provided, however, that if a quorum of ballots is not received by that date, the executive officer shall extend the date to submit ballots by 60 days and notify all districts of the extension.

The executive officer shall announce the results of the election within seven days of the date specified.

(7) All election materials shall be retained by the executive officer for a period of at least six months after the announcement of the election results.

(g) For purposes of this section, "executive officer" means the executive officer or designee as authorized by the commission.

(Amended by Stats. 2015, Ch. 114, Sec. 8. (AB 1532) Effective January 1, 2016.)

Alameda LAFCo
Special District Alternate Seat Election 2017

Please complete the following information and return by **Friday, May 5, 2017 to:**

Mona Palacios, Executive Officer
Alameda LAFCo
1221 Oak Street, #555
Oakland, CA 94612
Telephone: (510) 272-3894
Fax: (510) 272-3784
Email: mona.palacios@acgov.org

Name of presiding officer or designee who will attend and vote at the May 10, 2017 ISDSC election meeting at 10 am at the East Bay Regional Park District located at 2950 Peralta Oaks Court, in Oakland.

NAME: _____

DISTRICT: _____

NOMINATING DISTRICTS ONLY

You may nominate a maximum of one Board member for the LAFCo alternate special district seat and the nomination must be ratified by a Board resolution prior to May 10, 2017.*

Candidate Name for Alternate Seat:

_____

**** If your district is nominating a candidate, you must notify all 14 other independent district presiding officers by mail, fax or e-mail (see enclosed list of contact information).***

RESOLUTION NO. _____

RESOLUTION OF THE BOARD OF DIRECTORS OF DUBLIN SAN RAMON SERVICES DISTRICT NOMINATING DUBLIN SAN RAMON SERVICES DISTRICT DIRECTOR GEORGEAN VONHEEDER-LEOPOLD FOR THE ALTERNATE SPECIAL DISTRICT SEAT ON THE ALAMEDA COUNTY LOCAL AGENCY FORMATION COMMISSION (LAFCo)

WHEREAS, Georgean Vonheeder-Leopold is a member of the Board of Directors of Dublin San Ramon Services District, an independent special district in Alameda County; and

WHEREAS, Georgean Vonheeder-Leopold is currently and has been a lifelong resident of Alameda County; and

WHEREAS, Georgean Vonheeder-Leopold meets the eligibility criteria for nomination and selection to the Alameda County Local Agency Formation Commission (Alameda LAFCo) as specified in Section VI of the Rules for the LAFCo Independent Special District Selection Committee and is willing to have her name placed into nomination; and

WHEREAS, Georgean Vonheeder-Leopold has been actively involved with matters of local agency formation since 1977 when she worked on the campaign to incorporate Dublin and San Ramon; and

WHEREAS, Georgean Vonheeder-Leopold continued this involvement through her appointment to the Dublin Municipal Advisory Committee that led to the incorporation of the City of Dublin in 1981 where she has served in many roles including Planning Commissioner and City Councilmember; and

WHEREAS, Georgean Vonheeder-Leopold has a near continuous record of elected, appointed and volunteer service in the community as documented in her candidate statement which is attached hereto, Exhibit A, and by this reference made a part of this resolution.

Res. No. _____

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF DUBLIN SAN RAMON SERVICES DISTRICT, a public agency located in the Counties of Alameda and Contra Costa as follows:

1. That it hereby nominates District Board Vice President Georgean Vonheeder-Leopold for the Alternate Special District Member seat on the Alameda LAFCo.

2. That the District Secretary is directed to forward a copy of the resolution to the Alameda LAFCo no later than May 5, 2017.

3. That the District Secretary is directed to notify in writing all other districts of the candidate nomination, in accordance with the requirements in the letter dated February 10, 2017, from the Alameda LAFCo to the Board Presidents of each independent special district in Alameda County.

ADOPTED by the Board of Directors of Dublin San Ramon Services District, a public agency in the State of California, Counties of Alameda and Contra Costa, at its regular meeting held on the 4th day of April 2017, and passed by the following vote:

AYES:

NOES:

ABSENT:

_____
Richard M. Halket, President

ATTEST: _____
Nicole Genzale, District Secretary

Candidate Statement

Georgean M. Vonheeder-Leopold

My reasons for wanting to serve on the LAFCo Board are the same as when I first applied in 2013. I believe LAFCo is an essential step in managing growth in California. I am a lifetime resident of Alameda County and a Dublin resident since 1971.

I have been involved in local "government" since I worked on the campaign to incorporate Dublin and San Ramon in 1977. Though unsuccessful, I gleaned an enormous amount of experience about the local scene.

I had already been active in Scouting and youth sports with my children when I was asked to serve on the Dublin Municipal Advisory Committee (DUMAC); this lead to the incorporation election for the City of Dublin in 1981. I served on the first Dublin Planning Commission tasked to write the first general plan. I was privileged to vote for approval of the plan as a planning commissioner and one month later in April 1984 as a city council member. Thus I began my career in local government and community support groups. I have attached a list of organizations of which I have been an appointed or elected board member.

I would be honored to represent the Alameda County Special Districts Association on the LAFCO Board.

Sincerely,
Georgean M. Vonheeder-Leopold
Member of the Board of Directors of the
Dublin San Ramon Services District

March 27, 2017

GOVERNMENT/NON PROFIT EXPERIENCE: Current

- City Historian – since May 2008
- Dublin Historical Preservation Association Treasurer – since 2005
- Dublin Fine Arts Foundation Treasurer since 1997
- DSRSD Board of Directors – the 90's and then since July 2009
- California Association of Sanitation Agencies (CASA) BOD – since 2014
- California Special Districts Association Alameda County Chapter BOD At-Large Member

LEADERSHIP EXPERIENCE: Past

- Dublin City Council – 6½ years / Vice Mayor – 2 terms
- Dublin Municipal Advisory Committee (DUMAC) – 3 years
- City Planning Commission – 2 years
- Heritage and Cultural Arts Commission – 8 years
- Alameda County Commission on the Status of Women – 9 years
- California Association of Sanitation Agencies (CASA) Directors' Department Chair 1999
- Dublin Housing Authority BOD Dublin Chamber of Commerce BOD
- State President Jr. Native Daughters of the Golden West
- East Bay Division League of California Cities
- Livermore-Amador Valley Water Management Agency (LAVWMA)
- Founding member of Dublin San Ramon Services District East Bay Municipal Utility District Recycled Water Authority (DERWA) BOD
- Tri-Valley Wastewater Authority BOD
- Tri-Valley Transportation Committee
- Dublin Girls Softball BOD
- Valley Volunteer Bureau BOD
- Boy Scout Post Asst. Leader
- Cub Scout Den Mother
- Small business owner

Dublin San Ramon Services District
Summary & Recommendation

Item 9.B.
Meeting Date: April 4, 2017

TITLE: Adopt Revised Budget Accountability Policy and Rescind Resolution No. 41-15

RECOMMENDATION:

Staff recommends the Board of Directors adopt, by Resolution, the revised Budget Accountability policy and rescind Resolution No. 41-15.

SUMMARY:

All District polices are reviewed on a rotating four-year cycle to ensure that they remain current and that the Board seated at that time continues to concur with that policy. The Budget Accountability policy was last revised in 2015. The policy is not scheduled for next review until 2019, however, staff would like to revise several sections of the policy earlier.

The current policy authorizes the General Manager to approve a budgeted capital asset determined to be in excess of the amount approved by the Board if the cost does not exceed the budgeted amount by more than 10%. Staff recommends that the 10% limit be removed from the policy and replaced with the new purchasing policy language of "up to $100,000."

In addition, staff recommends that the financial reports distributed to the Board on a monthly basis be done on a quarterly basis. California requires that investment information be submitted on a quarterly basis and that financial information be submitted to the governing body on an annual basis. Reducing the reoccurring monthly reporting to a quarterly schedule will save staff time to work on other department projects and still meet the State reporting requirements.

It should be noted that the monthly warrant list (monthly expenditure listing) will continue to be included as a "Regular and Recurring" item to the Board on the second Board meeting of each month. No change is proposed for that monthly documentation.

Originating Department: Administrative Services	**Contact:** C. Atwood	**Legal Review:** Not Required
Cost: $0	**Funding Source:** N/A	
Attachments: ☐ None ☐ Staff Report ☒ Resolution ☐ Ordinance ☐ Task Order ☐ Proclamation ☐ Other (see list on right)	**Attachment 1 – Redlined version of revised policy**	

Dublin San Ramon Services District
Water, wastewater, recycled water

Policy

Policy No.: ~~P400-15-2~~	**Type of Policy:** Finance
Policy Title: Budget Accountability	
Policy Description: Operations and Capital Improvement Program Budget Controls.	
Approval Date: 4/4/2017	**Last Review Date:** ~~2015~~
Approval Resolution No.: ~~41-15~~	**Next Review Date:** ~~2019~~
Rescinded Resolution No.: 41-15	**Rescinded Resolution Date:** 6/2/2015

It is the policy of the Board of Directors of Dublin San Ramon Services District to provide guidelines for the implementation and monitoring of the District's adopted Operating and Capital Budgets as follows:

Operating Budget

Accountability: The General Manager is responsible for meeting the budgetary objectives set by the Board. The Board approves the Operating Budget at the total fund level ensuring that it maintains control of rates and fees. In addition, the Board approves the maximum number of Full-Time Equivalent staff positions (FTE's) as well as the number of those FTE's that are limited-term positions. Finally, the Board approves budgets for the purchase or replacement of capital assets. A capital asset is defined as a real or personal property that has a unit acquisition cost equal to, or greater than, $10,000 and an estimated life greater than three years.

There are various "levels of control" within a budget. Although the District's budget is prepared at the line-item level for internal monitoring purposes, it is impractical and inefficient to control the budget at this level.

Monitoring: Financial reports are distributed to the Board and management on a quarterly ~~monthly~~ basis as "Regular & Recurring Reports" to show budget and actual expenses at a level of detail sufficient to monitor accountability.

Administrative Adjustments: The General Manager may make 'no net change' budget adjustments within the same fund; this ensures that rates will not be affected.

Reporting: Administrative budget adjustments will be reported to the Board as "Regular & Recurring Reports."

CAPITAL ASSETS: The budget contains funding for new capital assets, and for existing assets that are expected to be replaced or refurbished due to wear, age, or obsolescence. The District's asset management program will typically identify items that are due for replacement or refurbishment.

Capital Assets that were not budgeted but need replacement or major refurbishment during the budget cycle:

1. Assets that are still functioning but are judged to be in need of replacement or major refurbishment must be addressed by proposing a budget adjustment prior to expending any funds.
2. Assets that fail and are no longer functioning must be identified as either "mission critical" or "non-mission critical" and then addressed as follows:
   a) For all "mission critical" items, the General Manager has the authority to spend whatever funds are necessary to rehabilitate or replace the failed item.
   b) For "non-mission critical" items of $100,000 or less, the General Manager can approve the expenditure if there are sufficient reserves in the replacement fund.
   c) For "non-mission critical" items over $100,000, a budget adjustment must be prepared and approved by the Board prior to purchasing or refurbishing the asset.

Budgeted Capital Assets that cost more than the amount approved by the Board:

When a budgeted capital item's cost is determined through the purchasing process to be in excess of the amount approved by the Board, the General Manager may approve the purchase of that item if the ~~cost does not exceed the budgeted amount by more than 10%; however~~, adjustment does not exceed $100,000. If the item exceeds this amount or in total exceeds $100,000, a budget adjustment is required prior to purchase.

Reporting: Capital asset purchases or refurbishments approved by the General Manager will be reported to the Board as "Regular & Recurring Reports."

Capital Improvement Program (CIP) Budget

Accountability: In adopting the CIP Budget, the Board authorizes new projects and programs, and approves total project and program budgets. Project budgets are broken down by phase to assist the project manager in budgeting and managing the project. Expenses are controlled at the project total level. Project Managers are responsible for their assigned projects. The General Manager is responsible for ensuring that the individual project appropriations and total fund appropriations are not exceeded, except as otherwise permitted by other policy(ies).

Projects Created from Programs: The General Manager, or designee, is authorized to create a CIP project from a CIP program up to a maximum of $100,000. Projects with original budgets in excess of this amount are approved by the Board.

Policy No.: ~~P400-15-2~~	**Policy Title:** Budget Accountability

Project Budget Adjustments: If an individual project (including a project created from a program) is expected to exceed its total budget, the project manager is responsible for requesting a budget adjustment. The General Manager is authorized to approve budget adjustments of up to $100,000 per project. If the project was originally funded from a program, program funds shall be used to fund the increase during the two year budget cycle. Adjustments in excess of the General Manager's authority are approved by the Board.

Reporting: Financial reports are distributed to the Board and management on a quarterly ~~monthly~~ basis to show budget and actual expenses at a level of detail sufficient to monitor accountability. Any project budget adjustment approved by the General Manager will be reported to the Board as "Regular & Recurring Reports."

RESOLUTION NO. _____

RESOLUTION OF THE BOARD OF DIRECTORS OF DUBLIN SAN RAMON SERVICES DISTRICT REVISING THE BUDGET ACCOUNTABILITY POLICY AND RESCINDING RESOLUTION NO. 41-15

WHEREAS, on March 21, 2017, the Dublin San Ramon Services District Board adopted Resolution No. 13-17 revising the Purchasing policy; and

WHEREAS, the current Budget Accountability policy, last revised by Resolution No. 41-15, contains provisions that are in conflict with the newly revised Purchasing policy; and

WHEREAS, staff is also recommending changes to the policy to reflect changes in current administrative practices for reporting purposes.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF DUBLIN SAN RAMON SERVICES DISTRICT, a public agency located in the Counties of Alameda and Contra Costa, California that the revised Budget Accountability policy, attached as Exhibit A be adopted; and Resolution No. 41-15, attached as Exhibit B, is hereby rescinded.

ADOPTED by the Board of Directors of the Dublin San Ramon Services District, a public agency in the State of California, Counties of Alameda and Contra Costa, at its regular meeting held on the 4th day of April, 2017.

AYES:

NOES:

ABSENT:

_____
Richard M. Halket, President

ATTEST: _____
Nicole Genzale, District Secretary

Dublin San Ramon Services District
Water, wastewater, recycled water

Policy

Policy No.:	Click here to enter text.	**Type of Policy:**	Finance
Policy Title:	Budget Accountability		
Policy Description:	Operations and Capital Improvement Program Budget Controls.		
Approval Date:	4/4/2017	**Last Review Date:**	2017
Approval Resolution No.:	Click here to enter text.	**Next Review Date:**	2021
Rescinded Resolution No.:	41-15	**Rescinded Resolution Date:**	6/2/2015

It is the policy of the Board of Directors of Dublin San Ramon Services District to provide guidelines for the implementation and monitoring of the District's adopted Operating and Capital Budgets as follows:

Operating Budget

Accountability: The General Manager is responsible for meeting the budgetary objectives set by the Board. The Board approves the Operating Budget at the total fund level ensuring that it maintains control of rates and fees. In addition, the Board approves the maximum number of Full-Time Equivalent staff positions (FTE's) as well as the number of those FTE's that are limited-term positions. Finally, the Board approves budgets for the purchase or replacement of capital assets. A capital asset is defined as a real or personal property that has a unit acquisition cost equal to, or greater than, $10,000 and an estimated life greater than three years.

There are various "levels of control" within a budget. Although the District's budget is prepared at the line-item level for internal monitoring purposes, it is impractical and inefficient to control the budget at this level.

Monitoring: Financial reports are distributed to the Board and management on a quarterly basis as "Regular & Recurring Reports" to show budget and actual expenses at a level of detail sufficient to monitor accountability.

Administrative Adjustments: The General Manager may make 'no net change' budget adjustments within the same fund; this ensures that rates will not be affected.

Reporting: Administrative budget adjustments will be reported to the Board as "Regular & Recurring Reports."

CAPITAL ASSETS: The budget contains funding for new capital assets, and for existing assets that are expected to be replaced or refurbished due to wear, age, or obsolescence. The District's asset management program will typically identify items that are due for replacement or refurbishment.

Capital Assets that were not budgeted but need replacement or major refurbishment during the budget cycle:

1. Assets that are still functioning but are judged to be in need of replacement or major refurbishment must be addressed by proposing a budget adjustment prior to expending any funds.
2. Assets that fail and are no longer functioning must be identified as either "mission critical" or "non-mission critical" and then addressed as follows:
   a) For all "mission critical" items, the General Manager has the authority to spend whatever funds are necessary to rehabilitate or replace the failed item.
   b) For "non-mission critical" items of $100,000 or less, the General Manager can approve the expenditure if there are sufficient reserves in the replacement fund.
   c) For "non-mission critical" items over $100,000, a budget adjustment must be prepared and approved by the Board prior to purchasing or refurbishing the asset.

Budgeted Capital Assets that cost more than the amount approved by the Board:

When a budgeted capital item's cost is determined through the purchasing process to be in excess of the amount approved by the Board, the General Manager may approve the purchase of that item if the adjustment does not exceed $100,000. If the item exceeds this amount or in total exceeds $100,000, a budget adjustment is required prior to purchase.

Reporting: Capital asset purchases or refurbishments approved by the General Manager will be reported to the Board as "Regular & Recurring Reports."

Capital Improvement Program (CIP) Budget

Accountability: In adopting the CIP Budget, the Board authorizes new projects and programs, and approves total project and program budgets. Project budgets are broken down by phase to assist the project manager in budgeting and managing the project. Expenses are controlled at the project total level. Project Managers are responsible for their assigned projects. The General Manager is responsible for ensuring that the individual project appropriations and total fund appropriations are not exceeded, except as otherwise permitted by other policy(ies).

Policy No.: ~~P400-15-2~~	**Policy Title:** Budget Accountability

Projects Created from Programs: The General Manager, or designee, is authorized to create a CIP project from a CIP program up to a maximum of $100,000. Projects with original budgets in excess of this amount are approved by the Board.

Project Budget Adjustments: If an individual project (including a project created from a program) is expected to exceed its total budget, the project manager is responsible for requesting a budget adjustment. The General Manager is authorized to approve budget adjustments of up to $100,000 per project. If the project was originally funded from a program, program funds shall be used to fund the increase during the two year budget cycle. Adjustments in excess of the General Manager's authority are approved by the Board.

Reporting: Financial reports are distributed to the Board and management on a quarterly basis to show budget and actual expenses at a level of detail sufficient to monitor accountability. Any project budget adjustment approved by the General Manager will be reported to the Board as "Regular & Recurring Reports."

RESOLUTION NO. 41-15

RESOLUTION OF THE BOARD OF DIRECTORS OF DUBLIN SAN RAMON SERVICES DISTRICT REVISING THE BUDGET ACCOUNTABILITY POLICY AND RESCINDING RESOLUTION NO. 64-11

WHEREAS, on November 1, 2011 the Dublin San Ramon Services District Board last revised the Budget Accountability policy; and

WHEREAS, on July 1, 2014 the District Board of Directors adopted Resolution No. 38-16, thereby adopting revised Guidelines for Conducting District Business ("Guidelines"); and

WHEREAS, Resolution No. 38-16 authorized and directed the General Manager to propose formal revisions to those existing Board policies that are in conflict with the Guidelines; and

WHEREAS, the current Budget Accountability policy, last revised by Resolution No. 64-11, contains provisions that are in conflict with the newly revised Guidelines; and

WHEREAS, staff is also recommending changes to the policy to reflect changes in current administrative practices for capital projects.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF DUBLIN SAN RAMON SERVICES DISTRICT, a public agency in the counties of Alameda and Contra Costa, California that the revised Budget Accountability policy, attached as Exhibit "A" is hereby adopted, and Resolution No. 64-11 is hereby Rescinded, and attached as Exhibit "B."

ADOPTED by the Board of Directors of Dublin San Ramon Services District, a public agency in the State of California, counties of Alameda and Contra Costa, at its regular meeting held on the 2nd day of June 2015, and passed by the following vote:

AYES: 5 - Directors Richard M. Halket, D.L.(Pat) Howard, Georgean M. Vonheeder-Leopold, Dawn L. Benson, Edward R. Duarte

NOES: 0

ABSENT: 0

Edward R. Duarte, President

ATTEST: Nancy G. Hatfield
Nancy G. Hatfield, District Secretary

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Dublin San Ramon Services District
Summary & Recommendation

Item 9.C.
Meeting Date: April 4, 2017

TITLE: Award Construction Agreement to JMB Construction, Inc., Authorize a Construction Change Order Contingency, Authorize Execution of Task Order No. OC-10 with Carollo Engineers, Inc. for Construction Management and Engineering Services During Construction, and Approve a Capital Improvement Program and Project Budget Increase for the Facilities Relocation for Dublin Boulevard Widening - Sierra Court to Dublin Court Project (CIP 16-A002)

RECOMMENDATION:

Staff recommends the Board of Directors, by two separate Resolutions:

1) Award a construction agreement for the Facilities Relocation for Dublin Boulevard Widening - Sierra Court to Dublin Court Project (CIP 16-A002); Lift Station 1 Relocation to JMB Construction, Inc., the lowest responsive, responsible bidder, in the amount of $987,500, and authorize a 15% construction change order contingency.

2) Approve a budget adjustment to the Capital Improvement Program Two-Year Budget for FYEs 2016 and 2017 to increase the Facilities Relocation for Dublin Boulevard Widening – Sierra Court to Dublin Court Project (CIP 16-A002) budget by $900,000, from $1,053,000 to $1,953,000.

Staff also recommends the Board of Directors authorize, by Motion:

1) Execution of Task Order No. OC-10 with Carollo Engineers, Inc. for construction management and engineering services during construction for the Lift Station 1 (LS1) Relocation project in an amount not to exceed $238,492.

SUMMARY:

Additional information on each of the three items above are included in the staff report.

Originating Department: Engineering Services	**Contact: R. Portugal**	**Legal Review: Not Required**
Cost: $987,500 award + 15% Change Order Contingency; $238,492 Carollo Task Order; $900,000 project budget increase	**Funding Source:** **A. Local Wastewater Replacement (Fund 210) - 90%** **B. Water Replacement (Fund 610) - 10%**	
Attachments: ☐ None ☒ Staff Report ☒ Resolution ☐ Ordinance ☐ Task Order ☐ Proclamation ☐ Other (see list on right)	**Attachment 1 – Bid Results**	

Dublin San Ramon Services District
Water, wastewater, recycled water

Results of Bid Opening for Lift Station 1 (LS1) Relocation (CIP 16-A002) Thursday, March 2, 2017 @ 3:00 p.m.

Engineer's Estimate:	$1,100,000

No.	Name of Bidder	Bid Amount
1	JMB Construction Inc., So. San Francisco, CA	$ 987,500
2	Anvil Builders Inc., San Francisco, CA	$ 1,177,500
3	McGuire and Hester, Oakland, CA	$ 1,263,100

Contractor/Subcontractor	Location	Trade	Amount of Work to be Performed
JMB Construction Inc.			
Jeffco Painting & Coating	Vallejo, CA	Coatinng	$ 11,500
SD Electric	Tracy, CA	Electrical & Instrumentation	$ 78,000
Anvil Builders Inc.			
SD Electric	Tracy, CA	Electrical (Partial)	$ 65,000
Mason	Orangevale, CA	Painting & Coating	$ 16,000
McGuire and Hester			
Mission City Rebar Inc.	Livermore, CA	Rebar	$ 16,227
Mason Painting	Orangevale, CA	Painting & PVC Liner	$ 28,248
S.D. Electric, Inc.	Tracy, CA	Electrical	$ 78,000

STAFF REPORT

District Board of Directors
April 4, 2017

AWARD CONSTRUCTION AGREEMENT TO JMB CONSTRUCTION INC., AUTHORIZE A CONSTRUCTION CHANGE ORDER CONTINGENCY, AUTHORIZE EXECUTION OF TASK ORDER NO. OC-10 WITH CAROLLO ENGINEERS, INC. FOR CONSTRUCTION MANAGEMENT AND ENGINEERING SERVICES DURING CONSTRUCTION, AND APPROVE A CAPITAL IMPROVEMENT PROGRAM AND PROJECT BUDGET INCREASE FOR THE FACILITIES RELOCATION FOR DUBLIN BOULEVARD WIDENING - SIERRA COURT TO DUBLIN COURT PROJECT (CIP 16-A002).

RECOMMENDATIONS

Staff recommends the Board of Directors, by two separate Resolutions:

1) Award a construction agreement for the Facilities Relocation for Dublin Boulevard Widening - Sierra Court to Dublin Court Project(CIP 16-A002); Lift Station 1 (LS1) Relocation to JMB Construction Inc., the lowest responsive, responsible bidder, in the amount of $987,500, and authorize a 15% construction change order contingency;

2) Approve a budget adjustment to the Capital Improvement Program Two-Year Budget for FYEs 2016 and 2017 to increase the Facilities Relocation for Dublin Boulevard Widening – Sierra Court to Dublin Court Project (CIP 16-A002) budget by $900,000, from $1,053,000 to $1,953,000; and

Staff also recommends the Board of Directors authorize, by Motion:

1) Execution of Task Order No. OC-10 with Carollo Engineers, Inc. for construction management and engineering services during construction for the Lift Station 1 (LS1) Relocation project in an amount not to exceed $238,492.

BACKGROUND

The City of Dublin plans to begin widening Dublin Boulevard from Sierra Court to Dublin Court this April. There are three phases to the Dublin Boulevard Widening project. Phase 1A and 1B are both currently scheduled to begin in April 2017 and be completed in October 2017. Phase 2 will begin in September 2017 and is scheduled to be complete in December 2018. A summary of the project phases is provided below. See Attachment 1 for a project location map and additional project information developed with the City of Dublin.

Phase 1A: The District will replace and relocate sewer Lift Station 1 (LS1) situated near Murco Center across from the Dublin Sports Grounds.
Phase 1B: The City of Dublin (City) and Pacific Gas & Electric (PG&E) will replace the existing aboveground utility poles with underground utilities.
Phase 2: The City will widen Dublin Boulevard from two to three lanes of traffic; construct Class 2 bike lanes and upgrade traffic signals for bicyclist detection; improve streetscapes; install new medians, landscaping, curbs, gutters, sidewalks, as well as relocate and adjust the District's water and sewer facilities; and resurface the asphalt.

DISCUSSION

Due to the complex construction activities and sequencing required for the widening of Dublin Boulevard, the District's Facilities Relocation for Dublin Boulevard Widening – Sierra Court to Dublin Court (CIP 16-A002) project will be completed in two parts. The first part is relocating the District's sewer Lift Station 1 prior to the City widening Dublin Boulevard. This part is to be completed by the District's contractor between April 2017 and October 2017. The lift station is currently located in the sidewalk alongside the boulevard. With the widening of Dublin Boulevard, the lift station would be located in a travelled lane which would make access to the lift station hazardous for both District staff and the public.

Due to the high traffic volume on Dublin Boulevard, work within the public right-of-way will be scheduled during the nighttime hours from 9:00 P.M. to 6:00 A.M. starting on Sunday evenings and ending on Friday mornings. No work is currently planned to take place on Friday or Saturday evenings. At least one lane of traffic will always be open in each direction along the construction area so residents, customers, and visitors will have access to homes and businesses. The District is working with businesses and residents to minimize the impacts of construction.

The second part is relocation of water and sewer facilities (e.g. water meters, services, backflow preventers, fire hydrants, etc.) to outside the proposed widened boulevard. This part also includes vertical adjustments of water valve and sewer manhole covers within the boulevard. To minimize disruption to the public and conflicts between contractors, this part will be completed by the City's contractor performing the construction work of widening Dublin Boulevard. This part is scheduled to be completed between September 2017 and December 2018. The District will reimburse the City for the portion of the cost to relocate the water and sewer facilities through a task order to the Tri-Valley Intergovernmental Reciprocal Services Agreement.

The District filed a categorical exemption for the project per CEQA guideline 15302, replacement or reconstruction of existing utility facilities, on February 10, 2017. The District also acquired a public utility easement for the relocated lift station and a temporary construction easement for construction staging from the onsite property owner, Dublin Ventures Limited Partnership.

This is the last stretch of Dublin Boulevard that needs to be widened from two to three lanes of traffic. Once complete, the widened road segment will provide improved traffic flow and pedestrian and bicyclist safety. Also, the new lift station location will provide a safer access for maintenance and operation by District personnel as the existing lift station is located on a blind curve.

Award Construction Agreement and Approve Change Order Contingency

Staff recommends the Board award the construction contract for the sewer Lift Station 1 Project to JMB Construction, Inc. (JMB). The bid period for LS1 relocation began on January 23, 2017 and three bids were received on March 2, 2017. The apparent low bid was received from JMB in the amount of $987,500, and contained no irregularities. The engineer's construction cost estimate was $1,100,000 and the bids ranged from $987,500 to $1,263,100. JMB's bid is 10.2% below the engineer's estimate. The contract time for LS1 relocation is 180 calendar days and is estimated to be completed in October 2017.

Due to the complex nature of this project involving traffic control in a high volume roadway, excavation depths exceeding 25 feet, excavation in the vicinity of existing utilities, coordination with City's contractors, and night time construction, staff requests the Board authorize a construction change order contingency of 15% ($148,125).

Task Order for Construction Management and Engineering Services During Construction

The District's on-call engineering firm, Carollo Engineers, Inc. (Carollo), provided a proposal for construction management and engineering services during construction services for the LS1 relocation. Carollo has identified clear tasks, roles, and responsibilities to provide the District with streamlined management approach to the construction phase of the LS1 relocation (Attachment 2).

As lift station is located along a very busy road with excavation depths exceeding 25 feet and considering all the possible challenges, safety on this complex project can never be emphasized enough. These safety concerns include: trench and shoring safety, traffic control, and pedestrian safety. Carollo has been involved throughout the design phase and understands the potential challenges that may be encountered and can quickly mitigate issues that may arise during construction.

Carollo has included Consolidated Engineering Labs (CEL) to provide materials testing that will be necessary for the project, specifically for compaction testing of backfill material placed in the pipeline trenches of the existing driving lanes of Dublin Boulevard.

Staff recommends the Board authorize the General Manager to execute Task Order No. OC-10 with Carollo for construction management and engineering services during construction for the Lift Station 1 Relocation Project in an amount not to exceed $238,492.

Increase Budget for Facilities Relocation for Dublin Boulevard Widening – Sierra Court to Dublin Court (CIP 16-A002)

The original scope of the Facilities Relocation for Dublin Boulevard Widening – Sierra Court to Dublin Court Project (CIP 16-A002) did not include relocating the LS1 facility in its entirety. The change from the original project concept resulted in additional project costs due to 1) greater design and construction scope, 2) acquisition of public utility and temporary construction easements, 3) additional coordination and construction constraints by the City of Dublin, such as nighttime work, and 4) public outreach with nearby businesses and residences.

Staff recommends the Board authorize a budget adjustment to the Capital Improvement Program Two-Year Budget for FYE 2016 and 2017 to increase the project budget by $900,000, from $1,053,000 to $1,953,000.

DUBLIN
CALIFORNIA
THE NEW
AMERICAN
BACKYARD

Dear Neighbors:

This message is sent to inform you of upcoming construction work along Dublin Boulevard between Dublin Court and Sierra Lane. This stretch of older road is the last stretch of Dublin Blvd. that needs to be widened and upgraded with underground utilities. Once complete, the widened road segment will provide improved traffic flow and safer pedestrian and bicyclist safety.

There are three phases to the project. Phase 1A and 1B are both currently scheduled to begin in April 2017 and conclude in September. Phase 2 will begin September 2017 and will be complete December 2018.

Phase 1A—the Dublin San Ramon Services District (DSRSD) will replace and relocate an underground sewer lift station situated near Murco Plaza.

Phase 1B—the City and Pacific Gas and Electric (PG&E) will replace the existing above-ground utility poles with underground utilities.

Phase 2—Street improvements will include the widening of Dublin Blvd. from two to three lanes of traffic; construction of Class 2 bike lanes and upgrading traffic signals for bicyclist detection; asphalt resurfacing; streetscape improvements; and installation of new medians, as well as landscaping, curbs, gutters and sidewalks.

Due to the high traffic volumes of vehicles along Dublin Blvd., this work will be scheduled during the nighttime hours. At least one lane of traffic will always be open in each direction along the construction area so residents, customers and visitors will have access to homes and businesses. Work will typically be scheduled Sunday evenings (starting at 9:00 PM, and concluding at 6:00 AM for Phase 1A, and between 8:00 PM until 6:00 AM for Phases 1B and 2) and will continue until Friday morning. Work is not currently planned to take place on Friday or Saturday evenings.

A Frequently Asked Questions (FAQs) sheet and map of the area are included for your reference. We will provide updates on the work on www.dublin.ca.gov/roadwork. You can also learn more about the DSRSD project at www.dsrsd.com/sewer-lift

We realize that this project may have an impact on your local travels, and we appreciate your patience during this needed work. Please contact the City of Dublin Public Works at (925) 833-6630 with any questions you may have about this project.

Sincerely,

Gary Huisingh
Public Works Director

Enclosures:
- Dublin Blvd. Widening FAQs
- Dublin Blvd. Widening Map

City Council
925.833.6650
City Manager
925.833.6650
Community Development
925.833.6610
Economic Development
925.833.6650
Finance/IT
925.833.6640
Fire Prevention
925.833.6606
Human Resources
925.833.6605
Parks & Community Services
925.833.6645
Police
925.833.6670
Public Works
925.833.6630

100 Civic Plaza
Dublin, CA 94568
P 925.833.6650
F 925.833.6651
www.dublin.ca.gov

Phase 2 (estimated time frame September 2017 - December 2018): The City of Dublin will hire a contractor to improve the road, which will include widening of Dublin Boulevard from Sierra Court to Dublin Court in the westbound direction from two to three lanes and construction of a Class 2 bike lane. Traffic signals in this segment will be upgraded to include enhanced detection for bicyclists in left-turn lanes. The project will also include asphalt surfacing, new landscaping, streetscape improvements, median islands, curbs and gutters, and improved driveway and sidewalk design for better accessibility.

Q: What will the construction mean for the traveling public?
A: Dublin Boulevard is a highly traveled road, with nearly 33,000 vehicular trips a day, and is very important to local and regional traffic flow. Due to the significant traffic volumes during the daytime hours, work that requires a lane closure will be done during at night (typically 8:00 p.m. to 6:00 a.m.) to minimize traffic impacts. The work will require one lane of traffic to be closed. In the spring of 2017, westbound traffic will be detoured onto eastbound lanes at night from 9:00 p.m. to 6:00 a.m. for up to two weeks. However, no closure of Dublin Boulevard is anticipated.

Q: When will construction begin and end?
A: The work is tentatively set to begin late March 2017, with an anticipated completion date in December 2018.

Q: Why will construction take so long? Couldn't this be completed more quickly?
A: We realize this is an important roadway and that the construction creates significant inconvenience for travelers and nearby residents. In order to minimize traffic delays, crews will be working Sunday evening through Friday morning for ten-hour shifts, starting at 8:00 p.m. and working until 6:00 a.m.

Q: Will on-street parking be allowed on Dublin Boulevard?
A: No, once construction begins for the project, on-street parking will be prohibited, and the ultimate street configuration will not accommodate on-street parking between Sierra Court/Civic Plaza and Dublin Court.

Q: Will pedestrian access be maintained during construction?
A: Yes, pedestrian access will be maintained at all times on at least one side of the road during construction.

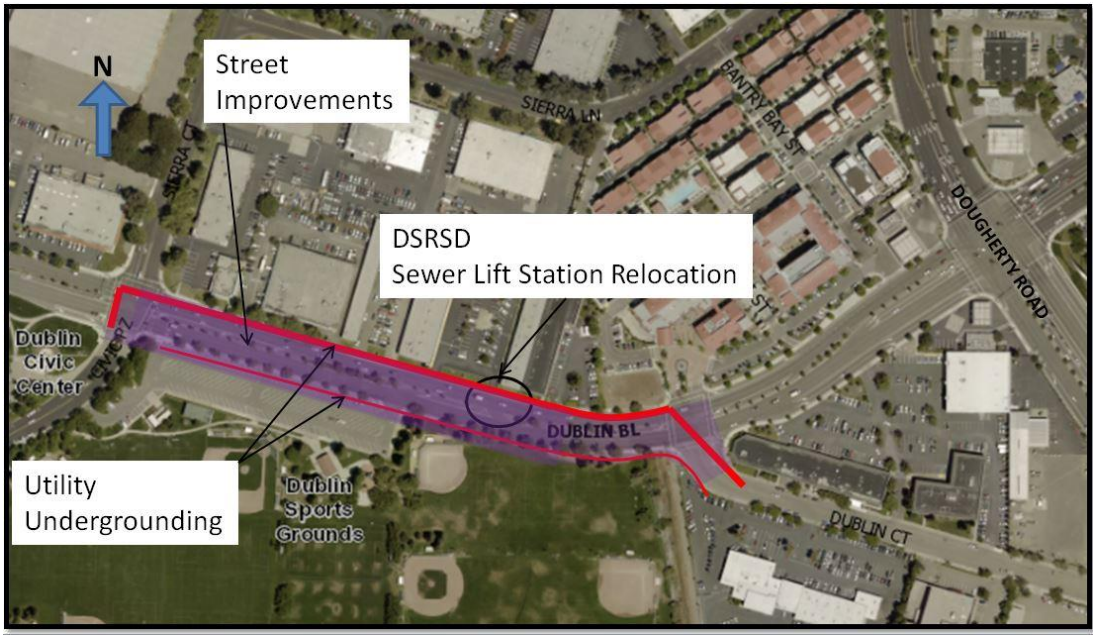
Q: Will businesses be open during construction?
A: Yes, access will be maintained to all businesses during construction. During the brief nighttime westbound road closure, the contractors will work with businesses to minimize potential impacts to deliveries.

Q: What has been done to notify residents about this project?
A: Residents and businesses along the impacted section of Dublin Boulevard will receive notices of the upcoming work. The City of Dublin will keep area residents updated on its website at www.dublin.ca.gov/roadwork, and signage will be in place to notify drivers. Local businesses and residents can also request meetings to learn more.

Q: How can I learn more and stay informed?
A: The City's webpage, www.dublin.ca.gov/roadwork, will be updated regularly. Residents may also sign up to receive email or text message updates from the City of Dublin's Public Works Department. Visitors to the website may click on the "Keep Informed" button on the front page, and then scroll to the "News Flash" section. From there, it is easy to sign up for updates from the Public Works Department.

Dublin Boulevard Improvements
Frequently Asked Questions

There are three projects associated with the planned improvements to widen Dublin Boulevard which will impact Dublin residents and commuters.



Q: Why is Dublin Boulevard being improved?

A: Ultimately, the road widening project will improve traffic flow along Dublin Boulevard, as well as the appearance of the streetscape. The section of Dublin Boulevard west of Dougherty Road from Dublin Court to Sierra Court/Civic Plaza is an older, narrow section of roadway. This area has been subject to traffic delays due to the narrow width of the road and the merging of vehicles from three to two lanes. In addition, this section of Dublin Boulevard is the final segment of this roadway that has above-ground utilities, which will be moved underground during this project.

Q: What is included in this project?

A: There are two phases to the construction:

Phase 1A (estimated time frame late April 2017 – September 2017): Dublin San Ramon Services District (DSRSD) will replace and relocate an underground sewer lift station.

Phase 1B (estimated time frame mid-May 2017 – October 2017): The City of Dublin, in conjunction with Pacific Gas & Electric (PG&E), AT&T, and Comcast, will begin replacing and relocating the above-ground utilities with underground utilities. In addition to increasing reliability, placing the utilities underground will increase safety and improve the appearance of the roadway.

Phase 2 (estimated time frame October 2017 - December 2018): The City of Dublin will hire a contractor to improve the road, which will include widening Dublin Boulevard from Sierra Court to Dublin Court in the westbound direction from two to three lanes, and construction of a Class 2 bike lane. Traffic signals in this segment will be upgraded to include enhanced detection for bicyclists in left-turn lanes. The project will also include asphalt surfacing, new landscaping, streetscape improvements, median islands, curbs and gutters, and improved driveway and sidewalk design for better accessibility.

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DUBLIN BOULEVARD PRELIMINARY CONSTRUCTION SCHEDULE & PHASING

Phase 1A DSRSD Lift Station Relocation

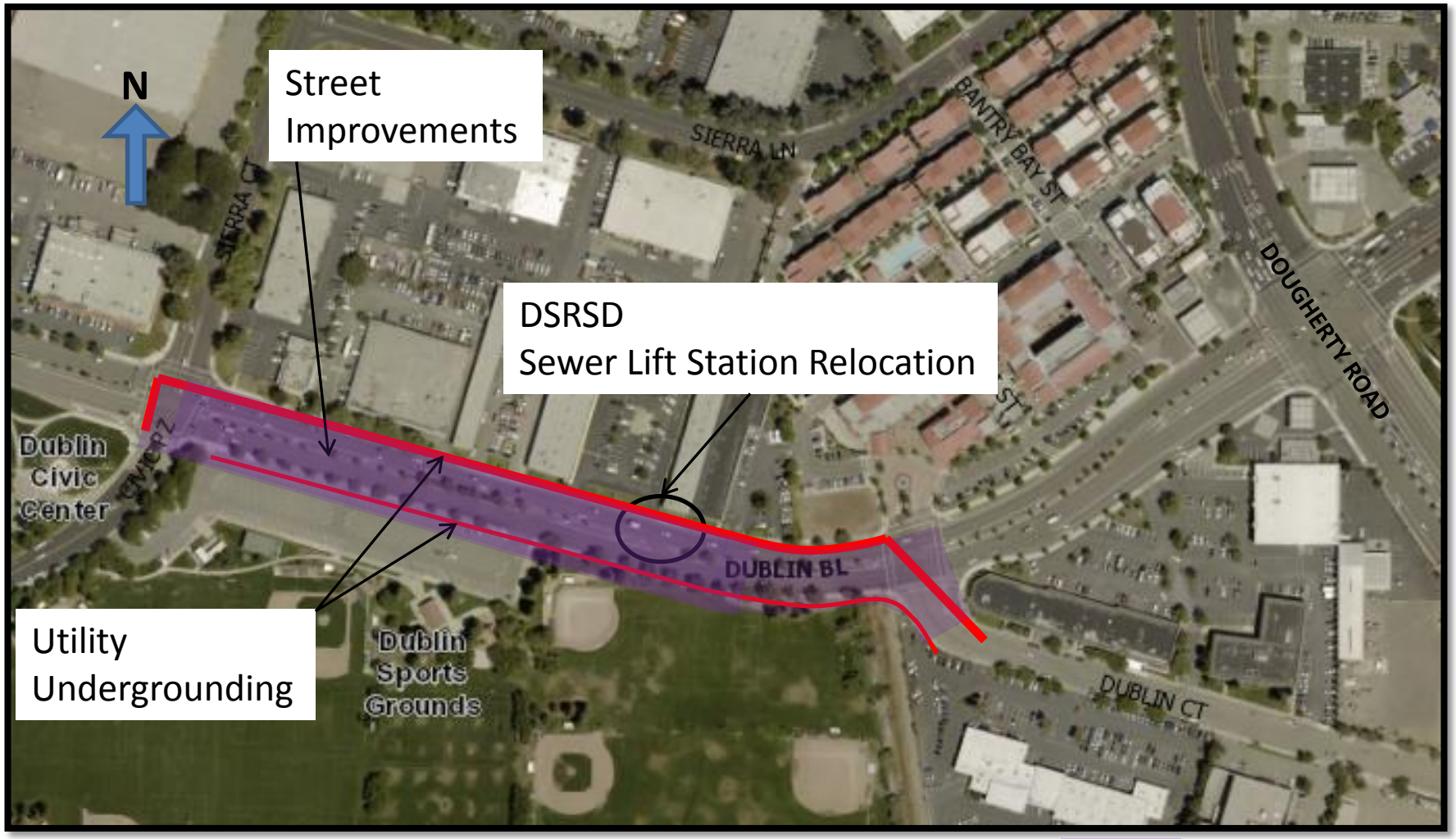
Late April 2017 through September 2017
Maintain one lane in both directions at all times.
Hours: 9 PM to 6 AM (Sunday night -- Friday morning)

Phase 1B Utility Undergrounding

Mid-May 2017 through October 2017
Maintain one lane in both directions at all times.
Hours: To be determined.

Phase 2 Street Improvements

October 2017 through December 2018
Maintain one lane in both directions at all times.
Hours: 8 PM to 6 AM (Sunday night -- Friday morning)



DUBLIN CALIFORNIA

City of Dublin Public Works Department
www.dublin.ca.gov
(925) 833-6630

Utility Undergrounding

Street Improvements

3/22/17

Carollo Engineers, Inc.

Task Order No. OC-10 to Agreement dated May 2, 2016

Agreement Expiry Date: *April 15, 2019*

Issue Date:	December 29, 2016
Project Name and Number:	Facilities Relocation for Dublin Blvd. Widening – Sierra Ct. to Dublin Ct. (CIP 16-A002)
Task Title:	Construction Management / Engineering Services During Construction
Project Manager Name & Signature:	Rudy Portugal _____
Main Source of Funds:	Local Wastewater Replacement (Fund 210)
Board Review Committee:	Board
Account Number:	16-A002.conmgt.cip
Authorization Amount:	$238,492 NTE
Purchase Order Number:	TBD
Return Purchase Order to:	Evita Schnupp
Compensation Method:	Time and materials as per Agreement
Completion Date:	December 31, 2018
Insurance Requirements:	As per Agreement; no special requirements
Work Product:	See Attachment "A"
Digital Drawings, if applicable:	Digital files shall be in AutoCAD 2010 or higher drawing format. Drawing units shall be decimal with a precision of 0.00. Angles shall be in decimal degrees with a precision of 0. All objects and entities in layers shall be colored by layer. All layers shall be named in English. Abbreviations are acceptable. All submitted map drawings shall use the Global Coordinate system of USA, California, NAD 83 California State Planes, Zone III, U. S. foot.
Scope of Work:	See Attachment "A"
Economic Disclosure:	☐ Required – Need to include Attachment B ☒ Not Required
Recommended by:	Judy Zavadil (_____)

Accepted by:

_____ _____
Paul Friedlander, Associate Vice President — Date
Carollo Engineers, Inc.

Accepted by:

_____ _____
Lou Carella, Executive Vice President — Date
Carollo Engineers, Inc.

Authorized by:

_____ _____
Daniel McIntyre, General Manager — Date
Dublin San Ramon Services District

Engineers...Working Wonders With Water®

November 16, 2016

Mr. Rudy Portugal, Associate Engineer
Dublin San Ramon Services District
7051 Dublin Blvd.
Dublin, CA 94568

Subject: Proposal to Provide Construction Management and Inspection Services, and Engineering Services during construction for the Dublin Boulevard Lift Station Relocation Project

Dear Mr. Portugal:

To accommodate the widening of Dublin Boulevard, the Dublin San Ramon Services District must relocate the Dublin Boulevard Lift Station to a new, adjacent location, outside the limits of the proposed widening. Carollo Engineers can quickly provide the skillset and qualifications necessary to successfully support your construction management / inspection and engineering services during construction needs.

Construction Management & Inspection

In preparing this proposal, we have considered possible challenges and provided a staff that has experience on similar projects, both as a contractor and an owner's representative, which will allow them to quickly mitigate issues that may arise during construction. In addition to the proposed staff, we have the resources and capabilities of other local staff in our Walnut Creek office that can be used as resources to help resolve construction and start-up issues.

Our construction manager, Ken Sinclair, has been involved throughout the design working with Mike Lonergan on construction-related questions, and will continue to work closely with Mike during the construction phase. Ken was also active in the review of the project construction documents. This previous experience on the project will allow him to hit the ground running to keep in front of the contractor and understand the potential challenges that may be encountered on the project. Ken understands the importance of job site safety, traffic control, and public relations for this project.

Our proposed inspector, Jimmy McGuire, has worked in the construction industry for nearly 40 years, with much of that time in underground construction. He has installed or supervised the installation of many miles of pipeline, vaults, and other underground facilities. He has also worked at BART as an inspector for several years where he gained valuable experience in the areas of electrical and control systems. Jimmy has been a valuable asset on a recent project for the City of Galt and on projects at Richmond's Wastewater Treatment Plant, where he served as an inspector during construction and provided troubleshooting during start-up. From his experience running his own company as a general contractor for many years, he has clear understanding of the importance of timely inspection and clear communication to help guide the project to a successful completion.

We have included Consolidated Engineering Labs (CEL) on our project team to provide materials testing that may be necessary for the project, specifically compaction testing of backfill material placed in the pipeline trenches of the existing driving lanes of Dublin Boulevard. CEL is a leader in providing quality geotechnical engineering, materials testing, and construction inspection services,

2700 Ygnacio Valley Road, Suite 300, Walnut Creek, California 94598
P. 925.932.1710 F. 925.930.0208
carollo.com

and has local facilities in San Ramon and Oakland to meet the needs of the project. CEL has been an important member of our team on many other successful projects.

We have a skilled and experienced team that combines superior procedures, tools, and knowledge to proactively manage the District's risks during construction. By selecting Carollo, the District gains:

- A designated construction manager with excellent project management and communications skills who is highly effective at meeting project goals and has worked on previous, successful projects with the District.
- Significant current and past local experience working successfully on a number of projects with similar constraints and challenges, including traffic control, excavation shoring and safety, and public interactions
- Highly competent field staff with an unparalleled reputation, proven capability, expertise, and a commitment to excellence. Our staff is able to meet the needs of the project without a full-time presence on site to help the District manage the project budget.
- A trusted partner characterized by excellent qualifications in all technical areas, the ability to carry a project from design through construction completion, and a proven track record of delivering services on time, within budget, and with uncompromising quality.

We value our relationship with the District and look forward to the opportunity to further discuss our qualifications and CM approach with you as needed.

Engineering Services During Construction

In addition to the construction management role, we are pleased to include in our proposal, details for engineering services during construction, which are described in separate task items identified in the attached 'Project Approach' document.

We look forward to working with you on this lift station project and continuing our working relationship with DSRSD. If you have any questions or would like additional information, you can reach us at pfriedlander@carollo.com (925) 932-1710 or ksinclair@carollo.com (925) 260-2943.

Sincerely,

CAROLLO ENGINEERS

Paul Friedlander, PE
Project Manager

Ken Sinclair, PE
Construction Manager

Project Approach

In proposing to provide both construction management and engineering design during construction services, Carollo have identified clear tasks, roles and responsibilities that whilst mutually exclusive, also work hand in hand to provide the District with a streamlined management approach to the construction phase of the Dublin Boulevard Lift Station Relocation Project.

The following document provides a description of our understanding of the project, the unique challenges that this projects presents, our ability to meet these challenges and task identification and breakdowns between the two components of work.

Construction Management and Inspections

The management of this work will require an experienced team that has worked on projects of similar size and complexity in the past. Our staff is experienced in the construction of pipelines and lift stations, can anticipate potential construction challenges, and take the necessary steps to prevent them before they occur. We add value every time we handle a document, applying lessons learned from previous projects to keep construction progressing smoothly, on time and within budget.

Potential construction challenges for this project, as well as approaches to mitigate their impact, follow. Carollo will have a presence on site as needed and can provide a full-time presence on site if desired. We will document in a daily report the activities of the contractor relative to these and other issues that may arise during construction.

Potential Challenges and Resolutions

Project Safety

Safety on a project can never be emphasized enough. Every project has safety concerns. Items that stand out on this project include:

- Trench and shoring safety.
- Traffic control.
- Pedestrian safety and public interactions.

Carollo treats safety very seriously. Our employees are all required to conduct tailgate safety meetings at least once every ten working days on relevant project safety topics. Training includes traffic control guidelines, trench, and shoring safety, and confined space entry.

Trench Shoring

The work will require shoring of the pipeline trenches and of the excavation for the lift station. While the contractor is responsible for the design of the shoring system, our inspector will monitor the correct installation of the proposed shoring system. We are familiar with the many different types of shoring available, including speed shores and trench boxes which will likely be used for this construction.

Geotechnical investigations during design indicate that dewatering will be necessary to allow for construction to proceed in a dry condition. Disposal options were not directly addressed during design development, and this is a common issue on projects. Cost-effective dewatering is generally accomplished by either pumping the water into the sanitary sewer system or by desilting the water and then disposing of the water into the storm drain system. Carollo is familiar with both approaches and will monitor this activity carefully to confirm that the contractor is properly handling any groundwater.

Traffic Control

Work on the 6- and 10-inch pipelines will be completed mostly within active driving lanes of Dublin Boulevard. As determined during design, we anticipate this work will need to be completed during

overnight hours to minimize impacts on traffic. During this work, we propose to provide full-time inspection to monitor contractor activities, confirm compliance with permit conditions, and verify proper traffic control is implemented. We are very familiar with traffic management and will coordinate with the District, the City of Dublin, and the contractor for the safe travel through the impacted work zone. When traffic control is in place, we will frequently drive the alignment to confirm that the signage is clear and easy to follow, and that the measures remain in place. Effective traffic control will be a significant issue for this project during the pipe installation activities.

Public Relations

Public relations, specifically maintaining open and frequent communications with the business owners in the shopping center and secondary stakeholders (such as Tralee Village) that will be directly or indirectly impacted by the work is an issue that must be managed for the successful completion of the project. The Carollo team will work closely with the contractor to minimize impacts to stakeholders to the extent possible. When impacts cannot be mitigated, we will provide notification to each business of the upcoming activities and the expected impacts to their businesses. One approach that we have found successful on previous projects is to obtain email information from each impacted business in order to send construction updates and detail how activities may impact eash business. Providing signage to indicate that businesses are open during construction would also be an item to consider as one of the first orders of work when field activities begin. Good public relations are imperative to the success of any project.

The District has been made aware that Tralee Village has already expressed concern regarding construction activities associated with the City's road widening work (and by extension the lift station relocation), and as such, Carollo would look to begin stakeholder engagement as a matter of priority should we be engaged by the District to perform construction management, to ensure that these known concerns and those that are not yet known do not adversely affect the project.

Scope of Work

Task 1 - Pre-Construction Services

Task 1.1 - Pre-Construction Conference

We will schedule, coordinate, and conduct a pre-construction conference for the project. An agenda will be prepared in advance to notify attendees of key items for discussion. We will prepare and distribute meeting notes to attendees within 10 days of the conference.

Task 1.2 - Stakeholder Engagement

We will take the lead in notifying and engaging with the surrounding businesses, including those not immediately affected by the construction activities but who may be impacted by construction noise or road closures so that they are informed of the proposed works. The goal being that the project team (contractor, the District, and Carollo) might have a chance to address the concerns of the stakeholders before they develop into something that may impact on schedule or goodwill.

Task 1.3 - Documentation System Set-Up

We will initiate a documentation system using EADOC for these project. A training session will be held for District, and contractor personnel. The system will be tailored to meet the needs of each party and will be maintained by Ken Sinclair for the duration of the project. After the project is completed, the documentation system will be maintained for the warranty period then delivered to each party on indexed, searchable CD-ROM disks as part of project closeout.

Task 1.4 - Communication and Construction Management Plan

We will prepare a project-specific CM plan to establish project protocols, communications, and procedures.

Task 2 - Construction Management and Contract Management

Task 2.1 - Communications

Ken will serve as the focal point for communication and coordination between all stakeholders including the District, the contractor, the City of Dublin, and any other party involved with the project. A primary function will be to receive contractor correspondence and communication, review this with District as appropriate, and prepare and transmit responses.

Task 2.2 - Safety Management

We will review and monitor the contractor's safety program to verify implementation in accordance with the submitted contractor safety program and industry standards. Any deficiencies identified on the site will be immediately brought to the attention of the contractor's safety representative. In situations of imminent danger, we will immediately take steps to correct the situation.

Task 2.3 - Manage Field Inspection Personnel

Construction manager Ken Sinclair will manage the activities of the field inspection personnel. We will prepare daily inspection reports and summary monthly inspection reports to the District summarizing the work completed, upcoming milestones, and budget expended on the project. Daily inspection reports will be available on EADOC in electronic format.

Task 2.4- Track Submittals

We will coordinate and manage the shop drawing and submittal review process between the District and the contractor. All submittals will be handled using the EADOC documentation system. We will screen all submittals and determine their completeness before reviewing them or forwarding them to the design engineer for review.

Task 2.5 - Prepare Field Memos and Clarifications

We will coordinate and manage preparation of field memos and clarifications of drawings and specifications between the design engineer and the contractor. Memos will be created and handled in EADOC to allow easy tracking of their status and outcome.

Task 2.6 - Track Requests for Information

We will coordinate and manage the RFI process between the District and the contractor. All RFIs will be handled using the EADOC documentation system. We will screen all RFIs and determine their validity before responding to them or forwarding them to the design engineer for response.

Task 2.7 - Review Monthly Progress Payment Requests

We will evaluate the contractor's monthly progress payment requests and recommend payment by the District if requirements are met. We will compare requested quantities to the actual quantities completed and negotiate the appropriate progress payment request with the contractor. We will confirm compliance with State Revolving Fund and grant requirements.

Task 2.8 - Review Construction Schedule

We will review the contractor's construction schedule, including updates and revisions, in accordance with the contract documents. Our review will focus on key elements such as logic, duration of activities, duration of startup and testing, and construction sequencing constraints and milestones.

Task 2.9 - Review Change Order Requests

We will review change order requests in conjunction with the District to determine changes in scope and conditions. We will prepare independent cost estimates and negotiate with the contractor after consulting with the District. We will prepare and process approved change orders and incorporate them into the contract. We will prepare a log for tracking all potential change orders and agreed-upon change orders.

Task 2.10 - Progress meetings

We will conduct progress meetings with the contractor and District staff. The agenda will include a review of submittal and RFI status, action items, open change order requests, items of non-compliance, and schedule status. A record of discussions will be generated and distributed to project participants within seven days of each meeting.

Task 2.11- Review Labor Compliance

We will receive for the project records certified payroll from the contractor.

Task 3 - On-Site Resident Engineering and Inspection

Task 3.1 - Documentation of Existing Site Conditions

We will prepare video and photographic records of initial site conditions before the contractor begins construction. Video documentation will be accompanied by a verbal description of existing conditions. A copy of the video and photographic documentation will be provided to the District.

Task 3.2 - Provide On-Site Quality Assurance Inspection to Confirm Contractor's Compliance with Contract Documents

We will inspect and check the contractor's quality control procedures against the contract documents to confirm that the work performed is in compliance and of acceptable quality. Observations will be documented in a daily report that is sufficiently detailed to document project conditions and actual production rates. The reports will contain information such as manpower, equipment, weather conditions any unusual conditions encountered and list any visitors to the project. Significant deliveries, general comments and a detailed description of the work completed with also be include in each report. Photographs will be obtained daily to document existing conditions, work activities and progress. We will report any non-conformances and deficiencies to the District and contractor. We will work with the contractor to correct these deficiencies in a timely manner to the satisfaction of the District.

Task 3.3 - Public Relations / Outreach

A continuation of Task 1.2, we will continue to communicate with local residents and the business community regarding temporary construction impacts, such as closures, traffic changes, noise, access limitations, and construction schedule. Keeping stakeholders and residents updated on upcoming activities will minimize potential interruptions or delays to the project and public disruption. Ken will be the point of contact although the field inspectors will be the first line of communications with residents and business owners.

Task 3.4 - Material Testing

We have included Consolidated Engineering Labs as a subconsultant for backfill compaction testing.

Task 3.5 - Monitor and Review Record Drawings

We will monitor and coordinate the contractor's recording and maintenance of field changes to plans and specifications during construction on a monthly basis, or more frequently as required.

Task 3.6 - Claims and Dispute Management

We will administer the claims and dispute management process and document events and activities accurately related to potential disputes, attempt to resolve disputes early, equitably, and at the lowest possible level.

Task 3.7 - Conduct Final Inspection and Closeout

We will schedule and conduct a final inspection of the completed facilities and issue punchlists of uncompleted items where necessary. We will assist the District in negotiation of unsettled changes or disputes associated with these inspections. When the final punchlist items have been completed or resolved, we will perform project closeout and recommend project acceptance by the District.

We will assist the District as needed with the filing of the Notice of Completion with the County.

Project files will be delivered to the District at the conclusion of the project in a neat and orderly format. The electronic files will also be delivered at that time.

Engineering Service during Construction

A lot of the 'boots on the ground' work associated with construction will be performed by the construction management team as described above. However, to ensure the design team is still engaged with the construction, we describe in the following task list specific items that will help keep the design team abreast of onsite developments and more ready to address submittals, RFIs and change order requests if, and when they arise.

Scope of Work

Task 4 - Engineering Services

Task 4.1 - Pre-Construction Meeting and Coordination Meetings

In support of the Construction Manager, we propose to attend a pre-construction meeting and construction meetings as necessary to ensure continuity of design, design intent, and construction. The budget developed for this task is based on attending the pre-construction meeting and up to 6 (1 per month) construction progress meetings with the construction team.

Task 4.2 – Field Observations

With our proposed Construction Manager's (Ken Sinclair) involvement in design development / review, Carollo has supreme confidence in the ability of the construction management team to address a majority of the issues that may develop during construction. However to support the construction management team, we have made allowance to conduct up to 4 site visits to perform field observation following specific request by the District or the Construction Manager.

Task 4.3 – Review of Contractor Submittals

Having been screened by the Construction Manager and provided to us, we will review shop drawings and submittals in sufficient detail to determine that the submitted item conforms to the intent of the plans and specifications. Budget estimate is based on 18 initial submittals and 6 resubmittals.

Task 4.4 – Review and Response to Requests for Information (RFIs)

We will review RFIs and respond to design related requests for clarifications, information, and proposals to help assist the District and Construction Manager in resolving construction conflicts. Our budget is based on review of up to 8 RFIs.

Task 4.5 – Review of Change Order Requests

When requested by the District or Construction Manager, we will review contractor generated change order requests. If the change order request is accepted, we will generate a design clarification document to document the change. Our expectation and budget basis is that change order requests received by the design team will total no more than 4, with provision of up to 4 design clarification documents.

Task 4.6 – Preparation of Record Drawings

Following construction completion, Carollo propose to generate a complete set of record drawings based on as-built drawing markups received from the Contractor and Construction Manager.

Task 4 Deliverables

- Submittal and shop drawing review comments
- RFI responses
- Written comments on Contractor generated change order requests (CORs)
- Design clarifications for accepted CORs
- Record drawings in PDF and CAD format

Project Management

Across both independent components of our offered construction services, we will provide project management necessary for proper planning, execution, monitoring, and reporting of activities to the District during construction.

Management Deliverables:

• Invoices and monthly progress letter reports

Cost Estimate

Carollo's estimated budget for construction management services and engineering services during construction are provided in below:

Task Description	Budget
Construction Management Services	$154,292
Engineering Services During Construction	$84,200
Total	**$238,492**

The budget estimate on the following page provides billing rates of the proposed key staff and a breakdown of the estimated hours expected to be billed across the project. A further breakdown of the Construction Management hours is provided for information also. It provides insight into the breakdown of hours distribution across the life of the project and the ramp up and down Carollo are expecting.

We would welcome the opportunity to discuss the estimated labor and costs associated with tasks identified above with the District.

LABOR AND BUDGET ESTIMATE 11-11-16

DUBLIN SAN RAMON SERVICES DISTRICT
DUBLIN BOULEVARD LIFT STATION
CONSTRUCTION MANAGEMENT & ENGINEERING SERVICES DURING CONSTRUCTION

carollo
Engineers...Working Wonders With Water®

Task	Task Description	MW PIC $225	KS CM $205	Insp. JM $159	Admin $115	PF SP $273	EQ/CC/JS LPP $252	ML PP $230	P $194	AP $159	CAD $167	WP $106	Carollo Hours	Carollo Labor Cost	Subconsultant Costs CEL				Subs Total	Other Direct Costs (ODC) PECE $11.70	Travel	Mileage Trips	Mileage Amount	ODC Total	Total Cost
1-3	Construction Management and Inspection Services	28	264	360	120								772	$131,460	10000				$11,000	$9,032	$0	100	$2,800	$11,832	
	Construction Management Tasks Totals =	28	264	360	120								772	$131,460	$10,000	$0	$0	$0	$11,000	$9,032	$0	100	$2,800	$11,832	$154,292
4.0	Design Services During Construction																								
	4.1 Preconstruction Meetings and Coordination Meetings					7	11	32	0	0	0	0	49	$11,851	$0	$0	$0	$0	$0	$576	$0	7	$201	$777	$12,628
	4.2 Field Observations					5	5	17	0	0	0	0	27	$6,576	$0	$0	$0	$0	$0	$318	$0	4	$115	$433	$7,009
	4.3 Review of Contractor Submittals					10	27	45	34	27	0	0	142	$30,582	$0	$0	$0	$0	$0	$1,664	$0	0	$0	$1,664	$32,246
	4.4 Review and Response to Requests for Information (RFIs)					8	14	24	5	0	5	0	55	$12,868	$0	$0	$0	$0	$0	$646	$0	0	$0	$646	$13,514
	4.5 Review of Change Order Requests (CORs) and Provision of Design Clarifications (DCs)					4	4	10	2	0	3	0	23	$5,357	$0	$0	$0	$0	$0	$271	$0	0	$0	$271	$5,629
	4.6 Preparation of Conformed and Record Drawings					0	8	16	0	0	40	0	64	$12,376	$0	$0	$0	$0	$0	$749	$0	0	$0	$749	$13,125
	Task 4.0 Totals =					34	69	143	40	27	48	0	361	$79,611	$0	$0	$0	$0	$0	$4,224	$0	11	$316	$4,540	$84,151
	Construction Management Total (Tasks 1-3) =	**28**	**264**	**360**	**120**									**$131,460**					**$11,000**	**$9,032**	**$0**	**100**	**$2,800**	**$11,832**	**$154,292**
	Engineering Services During Construction (Task 4) =					**34**	**69**	**143**	**40**	**27**	**48**	**0**	**361**	**$79,611**	**$0**	**$0**	**$0**	**$0**	**$0**	**$4,224**	**$0**	**11**	**$316**	**$4,539.95**	**$84,200**
	Total =																								**$238,492**

Legend:
PIC Principal In Charge (Construction)
CM Construction Manager
Insp. Inspector
SP Senior Professional
LPP Lead Project Professional
PP Project Professional
P Professional
AP Assistant Professional
CAD CAD Technician/Graphics
WP Word Processor

This fee schedule is subject to annual revisions due to labor adjustments.

Subconsultants:
Consolidated Engineering Labs (CEL)

PECE: Project Equipment and Communication Expense
Mileage: Based on 50 Miles per Round Trip @ $0.575/mile

Cost Estimate
Construction Management and Inspection Services
Dublin Boulevard Lift Station Relocation Project

		2017									
STAFF	**ROLE**	**Feb**	**Mar**	**April**	**May**	**June**	**July**	**Aug**	**Total Hours**	**Hourly Rate**	**Cost**
Mike Warriner	Principal in Change - oversight	4	4	4	4	4	4	4	**28**	**$225**	**$6,300**
Ken Sinclair	CM	24	40	40	40	40	40	40	**264**	**$205**	**$54,120**
Jimmy McGuire	Inspector	0	0	40	120	80	80	40	**360**	**$159**	**$57,240**
	Admin	24	16	16	16	16	16	16	**120**	**$115**	**$13,800**
	Subtotal Labor Hours	52	60	100	180	140	140	100	**772**		**$131,460**
PECE	*PECE @$11.70 per labor hour*									**$11.70**	**$9,032**
Mileage	*Mileage*									**0.54/mile**	**$2,800**
Subconsultants											
CEL	Compaction and Pavement Testing										**$10,000**
Carollo 10% Mark-up on Subs											**$1,000**

Assumptions:
1. Estimated construction duration is 6 months, only 3 months for field work
2. Budget is based upon an estimated level of effort
3. One part time inspector included. This should be reviewed when contractor schedule is better known.
3. Construction trailers, utilities and field eqiupment not included. Propose to use Carollo Walnut Creek Office for administration
4. Billings will be on a time and materials basis.
5. Assumed night work for up to two weeks on Dublin Blvd. Full time inspection during night work.

TOTAL BUDGET: **$154,292**

carollo
Engineers...Working Wonders With Water®

Res. #1

RESOLUTION NO. _____

RESOLUTION OF THE BOARD OF DIRECTORS OF DUBLIN SAN RAMON SERVICES DISTRICT APPROVING AND AUTHORIZING EXECUTION OF AGREEMENT WITH JMB CONSTRUCTION INC., FOR CONSTRUCTION OF THE LIFT STATION 1 (LS1) RELOCATION PROJECT (CIP 16-A002)

WHEREAS, facility improvements are needed that serve current customers of Dublin San Ramon Services District (DSRSD); and

WHEREAS, relocating the sewer Lift Station 1 (LS1) is needed to accommodate the City of Dublin's Dublin Boulevard Widening Project; and

WHEREAS, on January 23, 2017 the District Secretary advertised for bid for the Lift Station 1 (LS1) Relocation project, phase one work of the Facilities Relocation for Dublin Boulevard Widening – Sierra Court to Dublin Court Project (CIP 16-A002); and

WHEREAS, pursuant to said advertisement, three bids were received for the performance of said work and filed with the District Secretary; and

WHEREAS, JMB Construction Inc., is the lowest responsive, responsible bidder, and it is the intention and desire of this Board to accept said bid of Nine Hundred Eighty-Seven Thousand, Five Hundred Dollars ($987,500); and

WHEREAS, the CEQA requirements for this project were satisfied through categorical exemption per CEQA Guideline 15302 filed on February 10, 2017.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF DUBLIN SAN RAMON SERVICES DISTRICT, a public agency located in the counties of Alameda and Contra Costa, California, as follows:

1. The bid of JMB Construction Inc., in the amount of $987,500, is hereby accepted, and said bidder is hereby found and declared to be the lowest responsive, responsible bidder for said work.

2. That certain agreement titled "Agreement for the Construction of Lift Station 1 (LS1) Relocation Project (CIP 16-A002)" (Exhibit A), by and between Dublin San Ramon Services District, a California public agency, and JMB Construction Inc., a copy of which agreement is on file in the Office of the General Manager, to which copy reference is hereby made for the full particulars thereof, is hereby approved, and the General Manager and District Secretary are hereby authorized and directed to execute, and to attest thereto, respectively, said agreement for and on behalf of Dublin San Ramon Services District.

3. The General Manager is authorized to approve construction change orders for the Lift Station 1 (LS1) Relocation project (CIP 16-A002) up to 15% of the construction bid in an amount not to exceed $148,125.

4. The District Secretary is hereby authorized and directed to return to all unsuccessful bidders, and to the successful bidder upon execution by it of the aforementioned agreement, all securities guaranteeing execution of the Agreement upon award.

ADOPTED by the Board of Directors of Dublin San Ramon Services District, a public agency in the State of California, counties of Alameda and Contra Costa, at its regular meeting held on the 4th day of April 2017, and passed by the following vote:

AYES:

NOES:

ABSENT:

_____
Richard M. Halket, President

ATTEST: _____
Nicole Genzale, District Secretary

SECTION 00500

AGREEMENT FOR THE CONSTRUCTION OF

LIFT STATION 1 (LS1) RELOCATION (CIP 16-A002)

THIS AGREEMENT, made and concluded, in duplicate, this _____ day of _____, 20 ____, between the Dublin San Ramon Services District ("District"), Dublin, California, and **JMB Construction Inc., 132 South Maple Avenue, South San Francisco, CA 94080, (650) 267-5300** ("Contractor").

W I T N E S S E T H:

1. That for and in consideration of the payments and agreements hereinafter mentioned, to be made and performed by the District, and under the conditions expressed in the two bonds, bearing even date with these presents, and hereunto annexed, the Contractor agrees with the District, at his/her own proper cost and expense, to do all the work and furnish all the materials necessary to construct and complete in good workmanlike and substantial manner the project entitled: **LIFT STATION 1 (LS1) RELOCATION (CIP 16-A002)** in strict conformity with the Contract Documents (collectively defined in Section 01090-2.0), prepared therefor, which said plans and specifications are hereby specially referred to and by said reference made a part hereof.

2. Now, therefore, in consideration of the mutual covenants and agreements of the parties herein contained and to be performed, the Contractor hereby agrees to complete the work in accordance with the terms and conditions stipulated in the Contract Documents for the sum of **Nine Hundred Eighty-Seven Thousand Five Hundred Dollars ($987,500)** computed in accordance with Contractor's accepted proposal dated **March 2, 2017**, which accepted proposal is incorporated herein by reference thereto as if herein fully set forth. Compensation shall be based upon any lump sum bid items plus the unit prices stated in the Bid Schedule times the actual quantities or units of work and materials performed or furnished. The further terms, conditions, and covenants of this Agreement are set forth in the Contract Documents, each of which is by this reference made a part hereof. Payments are to be made to the Contractor in accordance with the provisions of the Contract Documents in legally executed and regularly issued warrants of the District, drawn on the appropriate fund or funds as required by law and order of the District thereof.

3. The District hereby promises and agrees with the Contractor to employ, and does hereby employ, the Contractor to provide the materials and to do the work according to the terms and conditions herein contained and referred to, for the prices aforesaid, and hereby contracts to pay the same at the time, in the manner and upon the conditions above set forth; and the said parties for themselves, their heirs, executors, administrators, successors and assigns, do hereby agree to the full performance of the covenants herein contained.

4. The Contractor and any subcontractor performing or contracting any work shall comply with all applicable provisions of the California Labor Code for all workers, laborers and mechanics of all crafts, classifications or types, including, but not limited to the following:

(a) The Contractor shall comply with all applicable provisions of Section 1810 to 1815, inclusive, of the California Labor Code relating to working hours. The Contractor shall, as a penalty to the District, forfeit the sum of twenty-five dollars ($25) for each worker employed in the execution of the Contract by the Contractor or by any subcontractor for each calendar day during which such worker is required or permitted to work more than eight (8) hours in any one calendar day and forty (40) hours in any one calendar week, unless such worker receives compensation for all hours worked in excess of eight (8) hours at not less than 1-1/2 times the basic rate of pay.

(b) Pursuant to the provision of California Labor Code, Sections 1770 et. seq., the Contractor and any subcontractor under him shall pay not less than the prevailing rate of per diem wages as determined by the Director of the California Department of Industrial Relations. Pursuant to the provisions of California Labor Code Section 1773.2, the Contractor is hereby advised that copies of the prevailing rate of per diem wages and a general prevailing rate for holidays, Saturdays and Sundays and overtime work in the locality in which the work is to be performed for each craft, classification, or type of worker required to execute the Contract, are on file in the office of the District, which copies shall be made available to any interested party on request. The Contractor shall post a copy of said prevailing rate of per diem wages at each job site.

(c) As required by Section 1773.1of the California Labor Code, the Contractor shall pay travel and subsistence payments to each worker needed to execute the Work, as such travel and subsistence payments are defined in the applicable collective bargaining agreements filed in accordance with this Section.

(d) To establish such travel and subsistence payments, the representative of any craft, classification, or type of workman needed to execute the contracts shall file with the Department of Industrial Relations fully executed copies of collective bargaining agreements for the particular craft, classification or type of work involved. Such agreements shall be filed within ten (10) days after their execution and thereafter shall establish such travel and subsistence payments whenever filed thirty (30) days prior to the call for bids.

(e) The Contractor shall comply with the provisions of Section 1775 of the California Labor Code and shall, as a penalty to the District, forfeit up to fifty dollars ($50) for each calendar day, or portion thereof, for each worker paid less than the prevailing rate of per diem wages for each craft, classification, or type of worker needed to execute the Contract. The Contractor shall pay each worker an amount equal to the difference between the prevailing wage rates and the amount paid worker for each calendar day or portion thereof for which a worker was paid less than the prevailing wage rate.

(f) As required under the provisions of Section 1776 of the California Labor Code, Contractor and each subcontractor shall keep an accurate payroll record, showing the name, address, social security number, work classification, and straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by him or her in connection with the public work. Said payroll shall be certified and shall be available for inspection at all reasonable hours at the principal office of the Contractor on the following basis:

(1) A certified copy of an employee's payroll record shall be made available for inspection or furnished to the employee or his or her authorized representative on request.

(2) A certified copy of all payroll records enumerated in Paragraph 4(f), herein, shall be made available for inspection or furnished upon request to the District, the Division of Labor Standards Enforcement, and the Division of Apprenticeship Standards of the Department of Industrial Relations.

(3) A certified copy of all payroll records enumerated in Paragraph 4(f), herein, shall be made available upon request by the public for inspection or for copies thereof; provided, however, that a request by the public shall be made through either the District, the Division of Apprenticeship Standards, or the Division of Labor Standards Enforcement. If the requested payroll records have not been provided pursuant to subparagraph 4(f)(2) herein, the requesting party shall, prior to being provided the records, reimburse the costs of preparation by the Contractor, subcontractors, and the entity through which the request was made. The public shall not be given access to the records at the principal offices of the Contractor.

The certified payroll records shall be on forms provided by the Division of Labor Standards Enforcement or shall contain the same information as the forms provided by the division.

Each Contractor shall file a certified copy of the records, enumerated in Paragraph 4(f) with the entity that requested the records within ten (10) days after receipt of a written request. Any copy of records made available for inspection as copies and furnished upon request to the public or any public agency by the District, the Division of Apprenticeship Standards, or the Division of Labor Standards Enforcement shall be marked or obliterated in such a manner as to prevent disclosure of an individual's name, address, and social security number. The name and address of the Contractor awarded the Contract or performing the Contract shall not be marked or obliterated. The Contractor shall inform the District of the location of the records enumerated under Paragraph 4(f) including the street address, city and county, and shall, within five (5) working days, provide a notice of change of location and address. The Contractor shall have ten (10) days in which to comply subsequent to receipt of written notice specifying in what respects the Contractor must comply with this Paragraph 4(f). In the event that the Contractor fails to comply within the 10-day period, he or she shall, as a penalty to the state or the District, forfeit twenty-five dollars ($25.00) for each calendar day, or portion thereof, for each worker, until strict compliance is effectuated. Upon the request of the Division of Apprenticeship Standards or the Division of Labor Standards Enforcement, these penalties shall be withheld from progress payments then due. Responsibility for compliance with Paragraph 4(f) lies with the Contractor.

(g) The Contractor and any subcontractors shall, when they employ any person in any apprenticeable craft or trade, apply to the joint apprenticeship committee administering the apprenticeship standards of the craft or trade in the area of the construction site for a certificate approving the Contractor or subcontractor under the apprenticeship standards for

the employment and training of apprentices in the area or industry affected; and shall comply with all other requirements of Section 1777.5 of the California Labor Code. The responsibility of compliance with California Labor Code Section 1777.5 during the performance of this Contract rests with the Contractor. Pursuant to California Labor Code Section 1777.7, in the event the Contractor willfully fails to comply with the provisions of California Labor Code Section 1777.5, the Contractor shall be denied the right to bid on any public works contract for up to three (3) years from the date noncompliance is determined and be assessed civil penalties.

(h) In accordance with the provisions of Article 5, Chapter 1, Part 7, Division 2 (commencing with Section 1860), and Chapter 4, Part 1, Division 4 (commencing with Section 3700) of the California Labor Code, the Contractor is required to secure the payment of compensation to its employees and for that purpose obtain and keep in effect adequate Workers' Compensation Insurance. If the Contractor, in the sole discretion of the District satisfies the District of the responsibility and capacity under the applicable Workers' Compensation Laws, if any, to act as self-insurer, the Contractor may so act, and in such case, the insurance required by this paragraph need not be provided.

The Contractor is advised of the provisions of Section 3700 of the California Labor Code, which requires every employer to be insured against liability for Workers' Compensation or to undertake self-insurance in accordance with the provisions of that Code and shall comply with such provisions and have Employer's Liability Limits of $1,000,000 per accident before commencing the performance of the Work of this Contract.

The Notice to Proceed with the Work under this Contract will not be issued, and the Contractor shall not commence work, until the Contractor submits written evidence that it has obtained full Workers' Compensation Insurance coverage for all persons whom it employs or may employ in carrying out the Work under this Contract. This insurance shall be in accordance with the requirements of the most current and applicable state Workers' Compensation Insurance Laws. In accordance with the provisions of Section 1861 of the California Labor Code, the Contractor in signing this Agreement certifies to the District as true the following statement: "I am aware of the provisions of Section 3700 of the Labor Code which requires every employer to be insured against liability for Workers' Compensation or to undertake self-insurance in accordance with the provisions of that Code, and I will comply with such provisions before commencing the performance of the Work of this Contract."

A subcontractor is not allowed to commence work on the project until verification of Workers' Compensation Insurance coverage has been obtained and verified by the Contractor and submitted to the Construction Manager for the District's review and records.

(i) In accordance with the provisions of Section 1727 of the California Labor Code, the District, before making payment to the Contractor of money due under a contract for public works, shall withhold and retain therefrom all wages and penalties which have been forfeited pursuant to any stipulation in the Contract, and the terms of Chapter 1, Part 7, Division 2 of the California Labor Code (commencing with Section 1720). But no sum shall be withheld, retained or forfeited, except from the final payment, without a full investigation by either the Division of Labor Standards Enforcement or by the District.

5. It is further expressly agreed by and between the parties hereto that should there be any conflict between the terms of this Agreement and the Bid Proposal of said Contractor, then this Agreement shall control, and nothing herein contained shall be considered as an acceptance of the said terms of said Proposal conflicting herewith.

6. The Contractor agrees to provide and maintain insurance coverage, and to indemnify and save harmless the parties named and in the manner set forth in Section 00800-2.0, **LIABILITY & INSURANCE**.

The duty of Contractor to indemnify and save harmless, as set forth herein, shall include a duty to defend as set forth in Section 2778 of the California Civil Code; provided, however, that nothing herein shall be construed to require Contractor to indemnify against any responsibility or liability in contravention of Section 2782 of the California Civil Code.

7. The Contractor shall diligently prosecute the Work so that it shall be substantially completed within the time specified in Section 00800-1.1, **Time Allowed for Completion**.

8. Except as otherwise may be provided in other provisions of the Contract Documents, Contractor hereby expressly guarantees for one (1) full year from the date of the Substantial Completion of the Work under this Agreement and acceptance thereof by the District, to repair or replace any part of the Work performed hereunder which constitutes a defect resulting from the use of inferior or defective materials, equipment or workmanship. If, within said period, any repairs or replacements in connection with the Work are, in the opinion of the District, rendered necessary as the result of the use of inferior or defective materials, equipment or workmanship, Contractor agrees, upon receipt of notice from District, and without expense to District, to promptly repair or replace such material or workmanship and/or correct any and all defects therein. If Contractor, after such notice, fails to proceed promptly to comply with the terms of this guarantee, District may perform the work necessary to effectuate such correction and recover the cost thereof from the Contractor and/or its sureties.

In special circumstances where a particular item of work or equipment is placed in continuous service before Substantial Completion of the Work, the correction period for that item may start to run from an earlier date. This date shall be agreed upon by the Contractor and District on or before the item is placed in continuous service.

Any and all other special guarantees which may be applicable to definite parts of the Work under this Agreement shall be considered as an additional guarantee and shall not reduce or limit the guarantee as provided by Contractor pursuant to this paragraph during the first year of the life of such guarantee.

9. The Contractor shall provide, on the execution of this Agreement, a good and sufficient corporate surety bond in the penal sum of one hundred percent (100%) of amount bid, which bond shall be on the form provided by the District in Section 00610, **BOND OF FAITHFUL PERFORMANCE**, and be conditioned upon the faithful performance of all work required to be performed by the Contractor under this Agreement. Said bond shall be liable for any and all penalties and obligations which may be incurred by Contractor under this Agreement. The corporate surety bond shall be issued by a corporate surety approved by the District's counsel. The corporate surety shall be authorized to conduct business in California. At its discretion, the District may request that a certified copy of the certificate of authority of the insurer issued by the Insurance Commissioner of the State of California

be submitted by the Surety to the District. At its discretion, the District may also require the insurer to provide copies of its most recent annual statement and quarterly statement filed with the Department of Insurance pursuant to Article 10 (commencing with Section 900) of Chapter 1 of Part 2 of Division 1 of the Insurance Code.

10. In addition to the bond required under Paragraph 9, hereof, Contractor shall furnish a good and sufficient corporate surety bond in the penal sum of one hundred percent (100%) of amount of Bid, which bond shall be on the form provided by the District in Section 00620, **PAYMENT BOND**, and conform strictly with the provisions of Chapter 7, Title 15, Part 4, Division 3, of the Civil Code of the State of California, and all amendments thereto. The corporate surety bond shall be issued by a corporate surety approved by the District's counsel. The corporate Surety shall be authorized to conduct business in California. At its discretion, the District may request that a certified copy of the certificate of authority of the insurer issued by the Insurance Commissioner of the State of California be submitted by the Surety to the District. At its discretion, the District may also require the insurer to provide copies of its most recent annual statement and quarterly statement filed with the Department of Insurance pursuant to Article 10 (commencing with Section 900) of Chapter 1 of Part 2 of Division 1 of the Insurance Code.

11. The Contractor may substitute securities for the amounts retained by the District to ensure performance of the work in accordance with the provisions of Section 22300 of the Public Contract Code.

12. Contractor covenants that Contractor is licensed in accordance with the provisions of the Contractors' License Law of California as provided in Section 00010, **NOTICE INVITING BIDS**.

13. The Contractor shall be provided the time period specified in Section 01340-2.0, **MATERIAL AND EQUIPMENT SUBSTITUTIONS**, for submission of data substantiating a request for a substitution of an "or equal" item.

14. As required by Section 6705 of the California Labor Code and in addition thereto, whenever work under the Contract involves the excavation of any trench or trenches five (5) feet or more in depth, the Contractor shall submit in advance of excavations, a detailed plan showing the design of shoring, bracing, sloping, or other provisions to be made for worker protection from the hazard of caving ground during the excavation of such trench or trenches. If such plan varies from the shoring system standards established by the Construction Safety Orders of the Division of Industrial Safety in Title 8, Subchapter 4, Article 6, California Code of Regulations, the plan shall be prepared by a registered civil or structural engineer employed by the Contractor, and all costs therefore shall be included in the price named in the Contract for completion of the Work as set forth in the Contract Documents. Nothing in this Section shall be deemed to allow the use of a shoring, sloping, or other protective system less effective than that required by the Construction Safety Orders. Nothing in this Section shall be construed to impose tort liability on the District, the Design Consultant, Construction Manager nor any of their agents, consultants, or employees. The District's review of the Contractor's excavation plan is only for general conformance to the California Construction Safety Orders.

Prior to commencing any excavation, the Contractor shall designate in writing to the Construction Manager the "competent person(s)" with the authority and responsibilities designated in the Construction Safety Orders.

15. In accordance with Section 7104 of the Public Contract Code, whenever any work involves digging trenches or other excavations that extend deeper than four (4) feet below the surface, the provisions of Section 00700-7.2, **Differing Site Conditions**, shall apply.

16. In accordance with Section 7103.5 of the Public Contract Code, the Contractor and subcontractors shall conform to the following requirements. In entering into a public works contract or a subcontract to supply goods, services, or materials pursuant to a public works contract, the Contractor or subcontractor offers and agrees to assign to the District all rights, title, and interest in and to all causes of action it may have under Section 4 of the Clayton Act (15 U.S.C. Section 15) or under the Cartwright Act [Chapter 2 (commencing with Section 16700) of Part 2 of Division 7 of the Business and Professions Code], arising from purchases of goods, materials or services pursuant to this Contract or the subcontract. Such assignment shall be made and become effective at the time the District tenders final payment to the Contractor, without further acknowledgment by the parties.

17. In accordance with Section 4552 of the Government Code, the Contractor shall conform to the following requirements. In submitting a Bid to the District, the Contractor offers and agrees that if the Bid is accepted, it will assign to the District all rights, title, and interest in and to all causes of action it may have under Section 4 of the Clayton Act (15 U.S.C. Section 15) or under the Cartwright Act [Chapter 2 (commencing with Section 16700) of Part 2 of Division 7 of the Business and Professions Code], arising from purchase of goods, materials, or services by the Contractor for sale to the District pursuant to the Bid. Such assignment shall be made and become effective at the time the Authority tenders final payment to the Contractor.

18. Pursuant to Public Contract Code Section 7100, the acceptance by the Contractor of an undisputed payment made under the terms of the Contract shall operate as, and shall be, a release to the District, and their duly authorized agents, from all claim of and/or liability to the Contractor arising by virtue of the contract related to those amounts. Disputed contract claims in stated amounts may be specifically excluded by the Contractor from the operation of the release.

19. In accordance with California Business and Professions Code Section 7030, the Contractor is required by law to be licensed and regulated by the Contractors' State License Board which has jurisdiction to investigate complaints against contractors if a complaint regarding a patent act or omission is filed within four (4) years of the date of the alleged violation. A complaint regarding a latent act or omission pertaining to structural defects must be filed within ten (10) years of the date of the alleged violation. Any questions concerning the Contractor may be referred to the Registrar, Contractors' State License Board, P.O. Box 26000, Sacramento, California 95826.

IN WITNESS WHEREOF, the parties hereto have executed this agreement on the date first set forth above.

CONTRACTOR

By: _____

Title:_____

Dublin San Ramon Services District

By: _____
Daniel McIntyre, General Manager

ATTEST:

_____
Nicole Genzale, District Secretary

***** END OF SECTION *****

RESOLUTION NO. _____

RESOLUTION OF THE BOARD OF DIRECTORS OF DUBLIN SAN RAMON SERVICES DISTRICT APPROVING AN ADJUSTMENT TO THE CAPITAL IMPROVEMENT PROGRAM TWO-YEAR BUDGET FOR FISCAL YEARS ENDING 2016 AND 2017 TO INCREASE THE PROJECT BUDGET FOR THE FACILITIES RELOCATION FOR DUBLIN BOULEVARD WIDENING - SIERRA COURT TO DUBLIN COURT (CIP 16-A002)

WHEREAS, the Board of Directors adopted the current CIP Two-Year Budget for FYEs 2016 and 2017 ("CIP Budget") on June 2, 2015, authorizing project and fund budgets for FYEs 2016 and 2017 to meet the District's capital infrastructure needs; and

WHEREAS, the CIP Budget included the Facilities Relocation for Dublin Boulevard Widening - Sierra Court to Dublin Court Project (CIP 16-A002) ("Project") with a budget of $1,053,000; and

WHEREAS, the Project's first phase includes relocating the District's sewer Lift Station 1 to accommodate the City of Dublin's Dublin Boulevard Widening project; and

WHEREAS, the original scope of the Project did not include relocating Lift Station 1 in its entirety and the change from the original scope resulted in additional unforeseen costs; and

WHEREAS, staff recommends revising the CIP Budget by increasing the Facilities Relocation for Dublin Boulevard Widening - Sierra Court to Dublin Court Project (CIP 16-A002) budget by $900,000 from $1,053,000 to $1,953,000.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF DUBLIN SAN RAMON SERVICES DISTRICT, a public agency located in the counties of Alameda and Contra Costa, California, that the Facilities Relocation for Dublin Boulevard Widening - Sierra Court to Dublin Court Project (CIP 16-A002) budget increase from $1,053,000 to $1,953,000 is hereby approved and incorporated into the CIP Two-Year Budget for FYEs 2016 and 2017 in accordance with the project description sheet (Exhibit A).

ADOPTED by the Board of Directors of Dublin San Ramon Services District, a public

agency in the State of California, counties of Alameda and Contra Costa, at its regular meeting held on the 4th day of April, 2017, and passed by the following vote:

AYES:

NOES:

ABSENT:

_____
Richard M. Halket, President

ATTEST: _____
Nicole Genzale, District Secretary

CIP Budget FYEs 16 and 17	Facilities Relocation for Dublin Blvd Widening - Sierra Court to Dublin Court	
Continuing	CIP #: 16-A002	Local Wastewater Replacement Fund (210)

Category: General **Project Manager:** Rudy Portugal

PURPOSE AND DESCRIPTION

This project will relocate water and sewer utilities to accommodate the widening of Dublin Blvd between Sierra Court and Dublin Court by the City of Dublin. This project includes relocating the sewer lift station, modifications and/or relocation of water appurtenances (such as water meters and air relief valves) in Dublin Blvd in coordination with the City's street widening project. The work will be coordinated and constructed as part of the City's Dublin Blvd Widening Project through the Tri-Valley Intergovernmental Reciprocal Services Agreement.

Impact Analysis:

Anticipated CEQA Requirement: Categorical Exemption [CEQA Guideline15302].

Reference: Tri-Valley Intergovernmental Reciprocal Services Agreement, 12/4/2014

FINANCIAL OVERVIEW

	Proposed Budget			Actual + Estimated Cash Flow					
	Adopted Budget	Proposed Adjustment	Revised Budget	Actual Thru FYE 2015	Actual FYE 2016	Actual FYE 2017 to Date	Est. Remaining FYE 2017	Estimated Future	Total Projected Cashflow
Planning	0	0	0	0	0	0	0	0	0
Design	92,500	181,374	273,874	0	38,555	189,319	26,000	20,000	273,874
Construction	900,500	420,126	1,320,626	0	0	0	597,813	722,813	1,320,626
Const Mgmt	30,000	286,510	316,510	0	0	0	137,133	179,377	316,510
Admin Mgmt	5,000	36,990	41,990	0	0	31,990	10,000	0	41,990
Staff Time	25,000	25,000-	0	0	0	0	0	0	0
Subtotal	**1,053,000**	**900,000**	**1,953,000**	**0**	**38,555**	**221,309**	**770,946**	**922,190**	**1,953,000**
Other Funding	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Net Impact	**1,053,000**	**900,000**	**1,953,000**	**0**	**38,555**	**221,309**	**770,946**	**922,190**	**1,953,000**

Fund Split Basis: Ratio of sewer and water appurtenances affected.

210	90%	947,700	810,000	1,757,700	34,700	199,178	693,851	829,971	1,757,700
610	10%	105,300	90,000	195,300	3,856	22,131	77,095	92,219	195,300

NOTES:

FYEs 2016-2017 budget increase of $900,000 going to BOD 4/4/17 for approval

FYEs 2016-2017 midcycle adjustment approved by Reso 26-17: change fund split to 90%-210 and 10%-510 (was 70%-210/30%-610)

TITLE: Public Hearing: Initial Study/Mitigated Negative Declaration for the Dublin Trunk Sewer Rehabilitation (CIP 16-S021)

RECOMMENDATION:

Staff recommends the Board of Directors hold a Public Hearing to receive any comments on the Initial Study/Mitigated Negative Declaration for the Dublin Trunk Sewer Rehabilitation (CIP 16-S021) (Project). Consideration of the Initial Study/Mitigated Negative Declaration will occur at a subsequent Board meeting after the close of the public comment period on April 8, 2017.

SUMMARY:

In accordance with the District's asset management program, and after thorough inspection of the existing Dublin trunk sewer pipeline, the District has prepared design plans for the Project.

The Project will rehabilitate approximately 8,000 linear feet of 33 to 42-inch diameter reinforced concrete pipe that conveys half of Dublin's wastewater to the treatment plant. Installed in 1960 and 1961, this reinforced concrete pipe is nearing the end of its useful life. Sulfides in the wastewater have caused significant spalling (flaking) of the concrete and exposed the pipe's reinforcing steel in some locations. A cured-in-place pipe will be installed in the existing sewer main to protect it and provide additional structural integrity. This approach is mostly trenchless which is significantly less disruptive and can be done in a shorter time, than replacing the trunk sewer. A temporary 18-inch sewer bypass line installed above ground will convey wastewater to the wastewater treatment plant while the cured-in-place pipe is installed. The bypass line will be pressurized by pumps and monitored 24-hours a day when in operation. Where it crosses intersections and driveways, the bypass line will be buried and covered by trench plates. Once the project is completed, the bypass line will be removed and the pavement repaired.

In conformance with the California Environmental Quality Act (CEQA), an Initial Study and Mitigated Negative Declaration has been prepared and forwarded to the State Clearinghouse for a 30-day review period, which will expire on April 8, 2017. A Public Hearing to receive comments will be held tonight. Pending consideration of written and oral comments, which may be received, the Board can consider adoption of the Mitigated Negative Declaration at a subsequent Board meeting.

Originating Department: Engineering Services	**Contact: J. Yee**	**Legal Review: Not Required**
Cost: $0	**Funding Source: N/A**	
Attachments: ☐ None ☐ Staff Report ☐ Resolution ☐ Ordinance ☐ Task Order ☐ Proclamation ☒ Other (see list on right)	**Attachment 1 – Draft Initial Study/Mitigated Negative Declaration**	

DRAFT INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

Pursuant to the California Environmental Quality Act, as amended

Dublin Trunk Sewer Rehabilitation Project

Prepared for Dublin San Ramon Services District
7051 Dublin Boulevard
Dublin, CA 94568
(925) 875-2258
Contact: Jaclyn Yee

Prepared by Vinnedge Environmental Consulting
1800 Grant Street
Berkeley, CA 94703
(510) 665-7885
Contact: Brook Vinnedge

February 2017

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APPENDICES

ACRONYMS AND ABBREVIATIONS

BAAQMD – Bay Area Air Quality Management District

Caltrans – California Department of Transportation

CARB – California Air Resources Board

CDFW – California Department of Fish and Wildlife

CCR – California Code of Regulations

CEQA – California Environmental Quality Act

CESA – California Endangered Species Act

CFGC – California Fish and Game Code

CH_4 – methane

CNDDB – California Natural Diversity Database

CO_2 – carbon dioxide

CO_2E – carbon dioxide equivalents

CWA – Clean Water Act

CY – cubic yards

DWR – California Department of Water Resources

ESA – Federal Endangered Species Act

ESHA – Environmentally Sensitive Habitat Areas

FMMP – Farmland Mapping and Mitigation Program

kW – Kilowatts

GHG – greenhouse gases

HFC – hydrofluorocarbons

MBTA – Migratory Bird Treaty Act

NAHC – Native American Heritage Commission

NF_3 – nitrogen trifluoride

N_2O – nitrous oxide

NOx – nitrogen oxide

NPDES – National Pollutant Discharge Elimination System

NRCS – Natural Resources Conservation Service

OHP – California Office of Historic Preservation

OSHA – Occupational Health and Safety Administration

PFC – perfluorocarbons

PM_{10} – particulate matter less than 10 microns in diameter

$PM_{2.5}$ – particulate matter less than 2.5 microns in diameter

RCDSCC – Resource Conservation District of Santa Cruz County

ROG – reactive organic gases

RWQCB – Regional Water Quality Control Board

SF_6 – sulfur hexafluoride

TAC – toxic air contaminants

UDS – urban development area

USACE – U.S. Army Corps of Engineers

USFWS – U.S. Fish and Wildlife Service

WWW – Watsonville Wetlands Watch

WEF – Wildlife Exclusion Fencing

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION
Pursuant to the California Environmental Quality Act, as amended

A. PROJECT INFORMATION

1. Project title: Dublin Trunk Sewer Rehabilitation Project

2. Lead agency name & address:
Dublin San Ramon Services District
7051 Dublin Boulevard
Dublin, CA 94568

3. Contact person & phone number: Jaclyn Yee, (925) 875-2258

4. Project location: The project is located in north-central Alameda County, California (Figure 1). The project extends from Village Parkway and Tamarack Drive in the City of Dublin, south to Village Parkway and Clark Ave, then from Clark Ave under Interstate 580 (I-580) to Commerce Circle and from the intersection of the Dublin and Camp Parks trunk sewers to the Wastewater Treatment Plant entrance located south of Stoneridge Drive in the City of Pleasanton (Figure 2).

5. Project sponsor's name & address: Dublin San Ramon Services District

6. Applicable Land Use plan designation: Residential and Commercial

7. Zoning: Residential and Commercial use in the City of Dublin and General Industrial in the City of Pleasanton

8. Description of the Project: Under the proposed project the Dublin San Ramon Services District (District) proposes to repair 8,000 feet of 33 to 42-inch sewer pipes. The District would use the cured-in-place pipe (CIPP) method to rehabilitate the existing sewer pipe interior and provide a new structurally independent pipe without the need to excavate the entire trunk sewer. During rehabilitation of the existing sewer pipeline, the District would install a temporary bypass pipeline and pumps to convey sewer to the Wastewater Treatment Plant. The bypass pipeline would be necessary for continued sewer service during the CIPP activities along the Dublin Trunk Sewer. The temporary bypass would be operational for approximately 10 weeks, the duration of time necessary to rehabilitate 8,000 feet of Dublin Trunk Sewer. The bypass pipeline would be located along Village Parkway, which is a residential road north of Amador Valley Boulevard, underneath the Interstate 580 (I-580) overpass, and then south along Johnson Drive to the wastewater treatment plant.

A1. EXISTING SITE CONDITIONS

The intent of the proposed project is to rehabilitate approximately 8,000 feet of existing sewer pipeline that was built to serve the cities of Dublin and Pleasanton, in north-central Alameda County. The entire alignment consists of developed land uses associated with the Cities of Dublin and Pleasanton. The northern portion of the project area along Village Parkway is in an area that is designated by the city of Dublin for residential and

commercial use. The portion of the alignment south of I-580 is designated by the City of Pleasanton for general industrial uses. The only water resource within the project area is a portion of Alamo Canal, which is a flood-control channel that flows south through the project area. Along Alamo Canal is Alamo Canal Trail, which is a paved, pedestrian path approximately 20-feet wide. Water drains to Alamo Canal from creeks to the west, including Dublin Creek, and from South San Ramon Creek to the north, which connects to the canal near Dublin Boulevard. Alamo Canal flows into the Arroyo de la Laguna near the southwest border of the City of Pleasanton. Vegetation in the project area is primarily landscape trees and shrubs. There is no need to remove or disturb any vegetation during construction of the proposed project since the project area is located in an area that is already paved and built for residential, commercial and industrial uses.

PROJECT GOALS AND OBJECTIVES

A1.1. Project Background

The District collects and transports wastewater from the City of Dublin and portions of San Ramon to the District's wastewater treatment plant (WWTP) located south of Stoneridge Drive in the City of Pleasanton. The Dublin Trunk Sewer transports all of the flow from central and west Dublin and the southern portion of San Ramon. The portion of the main Dublin Trunk south of I-580 to the WWTP also carries local flow from the City of Pleasanton as part of the Pleasanton Sewer and Storm Drain Division's sewer system. The Dublin Trunk Sewer was installed in 1960 and 1961.

A1.2. Purpose and Need for Project

The Dublin Trunk Sewer has deteriorated over the past 50 years due to sulfides in the wastewater. Some locations of the pipeline have significant spalling and exposed steel, which has a higher chance of failure and breakage due to exposure and corrosion. Rehabilitation of this portion of the Dublin Trunk Sewer is critical to the health and safety of the community that it serves, to maintaining water quality in Alamo Canal, and to the safe operation of the WWTP. The District intends to resolve this issue of compromised reliability and function by rehabilitating this portion of the pipe from Village Parkway and Tamarack Drive at the north end extending south to the District's WWTP. Implementation of the proposed project would decrease vulnerability and risk of failure of the pipeline and increase reliability of the system during normal operations as well as during storm and flood events.

A1.3. Project Design

The proposed project includes the following project activities:

- Installation of a temporary above-ground, 18-inch bypass pipeline and bypass pumps. The bypass pipeline would extend from north of the intersection of Tamarack Drive and Village Parkway to the WWTP operated by District in the City of Pleasanton (see Figure 2).
- After cleaning and inspection of the existing sewer pipeline, use CIPP to rehabilitate the existing sewer pipe thereby minimizing the need for excavation and reducing community disturbance.

A1.3.1. Bypass Pipeline Installation

The District would begin with installation of the temporary bypass pipeline. Almost all of the pipeline would be situated above ground, adjacent to sidewalks and streets. There will be 11 locations where the bypass pipeline would be subsurface, to allow for vehicles to access driveways and at intersections. The subsurface locations are listed below:

- Under Clark Ave. crossing the street
- Along the eastern side of Village Parkway and under two driveways across from the freeway on-ramp
- Along the western side of Village Parkway under Dublin Boulevard crossing through the intersection
- Along the west side of Village Parkway crossing under an entrance to a parking lot of the opposing side to Lewis Ave.
- Along Village Parkway crossing under Amador Valley Boulevard
- Along the southern side of Amador Valley Boulevard extending from the intersection with Village Parkway to the west
- Between Amador Valley Boulevard and Dublin Boulevard
- Along Village Parkway on the west side crossing under Hastings Way
- Under the southern side of Hastings Way from Village Parkway to Canterbury Lane
- Under Tamarack Drive along the west side of Village Parkway
- Under Tamarack Drive along the northern portion of the intersection

At these locations, the construction contractor would excavate a trench approximately 2-feet deep by 2-feet wide to place the pipe subsurface. Pipes would then be covered with steel plates, which would be flush with pavement, to allow passage of vehicles.

Installation of the bypass pipeline also involves crossing over Alamo Canal. The construction methods include placement of steel casing using a crane. The crane would be situated on the west side of the canal at a location where the top of the bank is paved. The District has proposed two possible locations for crossing Alamo Canal (Figure 3). Option 1 is located near the Dublin Public Library. This crossing would require the bypass pipeline be placed along Alamo Canal Trail for approximately 750 feet. Option 2 is located south of Option 1 and would require the bypass pipeline be placed along the riprap banks of the flood control channel. Option 2 would not impact users of Alamo Canal Trail but both options would require the pipeline be installed adjacent to Centennial Trail in Pleasanton, which is south of the I-580 and Interstate 680 (I-680) interchange.

A1.3.2. Install Bypass Pumps

Temporary pumps and generators would be located along the alignment as depicted in Figure 2 to move wastewater to the WWTP while pipelines are rehabilitated. Sound attenuated pumps would be installed at the intersection of Village Parkway and Tamarack Drive. Three pumps would be installed; two 12-inch pumps and a 6-inch pump. Project designs allows for one duty and one standby 12-inch pump, which would provide reliability in the bypass system in the event of high flows. The 6-inch pump would be used during the low flow period. The pumps would run 24 hours a day until flow can be reinstated in the rehabilitated pipelines. The pumps would be moved once the pipeline rehabilitation between Tamarack Drive and Dublin Boulevard is complete. A potential secondary pump site has been identified south of Dublin Boulevard, just north of the I-680 onramp.

An additional 12-inch pump would be installed at the intersection of the Camp Parks Trunk and Dublin Trunk south of I-580 to bypass the Camp Parks Trunk flow around the Dublin Trunk. Small bypass pumps would be installed as required to bypass flows from contributing sewer collection pipelines along Amador Valley Boulevard and Dublin Boulevard as well as large individual lateral connections from adjacent properties.

A1.3.3. Rehabilitation of Dublin Trunk Sewer with Cure-in-Place Methodology

Once the bypass system is installed and operational, the contractor would clean existing pipelines and inspect by closed-circuit television (CCTV) to verify Dublin Trunk Sewer is ready for liner installation. The contractor would identify any locations of lateral connections along the pipeline at this time. The pipeline rehabilitation process involves inverting a resin-saturated felt tube into the existing sewer pipe through an existing manhole. The liner would be inverted using water or air pressure. Steam or hot water would be used to cure the resin and form a tight-fitting, jointless, structurally independent, and corrosion-resistant replacement pipe. Once the pipe is cured, any identified service laterals would be restored internally with robotically controlled cutting devices and the lateral connection is reinstated. The rehabilitated pipe would then be inspected by CCTV to verify the liner was installed properly prior to acceptance.

A2. CONSTRUCTION METHODOLOGY

A2.1. Work Sequence

The following provides a sequential list of the general steps that would occur during construction:

- Material and equipment mobilized to the staging area.
- Corridors for travel of vehicles and heavy machinery established.
- Initial erosion and sediment control Best Management Practices (BMPs; see Table 1) installed.
- Material and equipment mobilized to project site.
- Additional erosion control measures implemented prior to grading, per SWPPP requirements.

A2.2. Construction Equipment

Construction equipment used for the project would include forklifts for pipeline material handling, backhoes for excavation, several diesel-powered pumps and a generator, vacuum and pipeline inspection trucks, boiler trucks for preparation and installation of the CIPP liner, and a paver, sweeper and roller to restore the pavement after construction. Equipment and vehicles would be accommodated at the construction site along access roads and temporarily along roads.

A2.3. Construction Phasing

Construction of the proposed project it is anticipated to occur from early June through September, 2017. It is estimated that construction would require approximately 120 days (6 weeks to install bypass pipeline and 10 weeks for CIPP). Public access to the local trail system on the east bank of Alamo Canal would be disrupted for a period of 2 non-consecutive days during installation and removal of the bypass pipeline.

Table 1. Construction-Related Best Management Practices

BMP ID	Name	BMP
BMP -1	Erosion Control and Construction-Related Turbidity	1. Sandbags or other erosion control measures will be employed to prevent runoff and construction-related turbidity. 2. Upland soils exposed due to construction activities will be stabilized using native or non-invasive seed and, if necessary to control erosion, straw mulch. 3. Any erosion control fabric will consist of natural fibers that will biodegrade over time. No plastic or other non-porous material will be used as part of a permanent erosion control approach. 4. Other erosion control measures shall be implemented as necessary to ensure that sediment or other contaminants do not reach surface water bodies for stockpiled or reused/disposed sediments.
BMP -2	Staging and Stockpiling of Materials	1. All construction equipment will be staged in upland areas, away from sensitive natural communities or habitats. 2. All construction-related items, including equipment, stockpiled material, temporary erosion control treatments, and trash will be removed within 72 hours of project completion. All residual soils and/or materials will be cleared from the project site. 3. Building materials and other construction-related materials, including chemicals, will not be stockpiled or stored where they could spill into water bodies or storm drains, or where they could cover aquatic or riparian vegetation.
BMP - 3	Spill Prevention and Response Plan	A Spill Prevention and Response Plan will be developed prior to commencement of construction activities, and will summarize the measures described below. The work site will be routinely inspected to verify that the Spill Prevention and Response Plan is properly implemented and maintained. Contractors will be notified immediately if there is a noncompliance issue. 1. Equipment and materials for cleanup of spills will be available on site. 2. All spills and leaks will be cleaned up immediately and disposed of properly. 3. Prior to entering the work site, all field personnel shall be appropriately trained in spill prevention, hazardous material control, and cleanup of accidental spills. 4. Field personnel shall implement measures to ensure that hazardous materials are properly handled and the quality of water resources is protected by all reasonable means. 5. Spill prevention kits shall always be in close proximity when using hazardous materials (e.g., crew trucks and other logical locations). All field personnel shall be advised of these locations and trained in their appropriate use. 6. Absorbent materials will be used on small spills located on impervious surfaces rather than hosing down the spill; wash waters shall not discharge to surface waters. For small spills on pervious surfaces such as soils, wet materials will be excavated and properly disposed of rather than buried. The absorbent materials will be collected and disposed of properly and promptly. 1. As defined in 40 CFR 110, a federal reportable spill of petroleum products is the spilled quantity that: ▪ violates applicable water quality standards; ▪ causes a film or sheen on, or discoloration of, the water surface or adjoining shoreline; or ▪ causes a sludge or emulsion to be deposited beneath the surface of the water or adjoining shorelines. If a spill is reportable, the contractor's superintendent will notify the Land Trust and the

BMP ID	Name	BMP
		Land Trust will take action to contact the appropriate safety and cleanup crews to ensure that the Spill Prevention and Response Plan is followed. A written description of reportable releases must be submitted to the appropriate RWQCB and the California Department of Toxic Substances Control (DTSC). This submittal must contain a description of the release, including the type of material and an estimate of the amount spilled, the date of the release, an explanation of why the spill occurred, and a description of the steps taken to prevent and control future releases. The releases will be documented on a spill report form. If an appreciable spill has occurred, and results determine that project activities have adversely affected surface water or groundwater quality, a detailed analysis will be performed to the specifications of DTSC to identify the likely cause of contamination. This analysis will include recommendations for reducing or eliminating the source or mechanisms of contamination. Based on this analysis, the Land Trust or contractors will select and implement measures to control contamination, with a performance standard that surface and groundwater quality must be returned to baseline conditions. These measures will be subject to approval by the Land Trust, DTSC, and the RWQCB.
BMP - 4	Equipment and Vehicle Maintenance and Cleaning	1. All vehicles and equipment will be kept clean. Excessive build-up of oil or grease will be prevented. 2. Vehicle and equipment maintenance activities will be conducted in a designated area to prevent inadvertent fluid spills from adversely impacting water quality. This area will be clearly designated with berms, sandbags, or other barriers. 3. Secondary containment, such as a drain pan or drop cloth, to catch spills or leaks will be used when removing or changing fluids. Fluids will be stored in appropriate containers with covers, and properly recycled or disposed of off-site. 4. Cracked batteries will be stored in a non-leaking secondary container and removed from the site. 5. Spill cleanup materials will be stockpiled where they are readily accessible. 6. Incoming vehicles and equipment will be checked for leaking oil and fluids (including delivery trucks and employee and subcontractor vehicles). Leaking vehicles or equipment will not be allowed on-site. 7. Vehicles and equipment will not be washed on-site. Vehicle and equipment washing will occur at an appropriate wash station.
BMP - 5	Refueling	1. All fueling sites shall be equipped with secondary containment and avoid a direct connection to underlying soil, surface water, or the storm drainage system. 2. For stationary equipment that must be fueled on-site, secondary containment such as a drain pan or drop cloth shall be provided in such a manner to prevent accidental spill of fuels to underlying soil, surface water, or the storm drainage system.
BMP -6	On-Site Hazardous Materials Management	1. The products used and/or expected to be used and the end products that are produced and/or expected to be produced after their use will be inventoried. 2. As appropriate, containers will be properly labeled with a “Hazardous Waste” label and hazardous waste will be properly recycled or disposed of off-site. 3. Contact of chemicals with precipitation will be minimized by storing chemicals in watertight containers or in a storage shed (completely enclosed), with appropriate secondary containment to prevent any spillage or leakage. 4. Quantities of equipment fuels and lubricants greater than 55 gallons shall be provided with secondary containment that is capable of containing 110 percent of the volume of primary container(s). 5. Petroleum products, chemicals, cement, fuels, lubricants, and non-storm drainage

BMP ID	Name	BMP
		water or water contaminated with the aforementioned materials shall not be allowed to enter receiving waters or the storm drainage system. 6. Sanitation facilities (e.g., portable toilets) will be surrounded by a berm, and a direct connection to the storm drainage system or receiving water will be avoided. 7. Sanitation facilities will be regularly cleaned and/or replaced, and inspected regularly for leaks and spills. 8. Waste disposal containers will be covered when they are not in use, and a direct connection to the storm drainage system or receiving water will be avoided. 9. All trash that is brought to a project site during construction activities (e.g., plastic water bottles, plastic lunch bags) will be removed from the site daily.
BMP - 7	Fire Prevention	1. All earthmoving and portable equipment with internal combustion engines will be equipped with spark arrestors. 2. During the high fire danger period (April 1–December 1), work crews will have appropriate fire suppression equipment available at the work site. 3. On days when the fire danger is high, flammable materials will be kept at least 10 feet away from any equipment that could produce a spark, fire, or flame. 4. On days when the fire danger is high, portable tools powered by gasoline-fueled internal combustion engines will not be used within 25 feet of any flammable materials unless at least one round-point shovel or fire extinguisher is within immediate reach of the work crew (no more 25 feet away from the work area).
BMP - 8	Work Site Housekeeping	1. The work site will be maintained in a neat and orderly condition, and left in a neat, clean, and orderly condition when work is complete. 2. Materials or equipment left on the site overnight will be stored as inconspicuously as possible, and will be neatly arranged.

A2.4. Construction Personnel and Access

Access to the site by the workers would be along Village Parkway, Johnson Road, and existing Alamo Canal access roads. All equipment would be staged at one of two staging areas. The northern most staging area is located in the southwest corner side of the intersection of Village Parkway and Dublin Boulevard and is owned by Lange-Hilde Investors 2, LLP. The southern staging area is located off of Johnson Road, northeast of the 680 and Stoneridge Drive interchange. Both staging areas are depicted in Figure 2.

A3. SETTING AND SURROUNDING LAND USE

A3.1. Regional Setting

The proposed project is located within the City of Dublin and City of Pleasanton urban service areas and is within Alameda County. The project is subject to the Alameda County General Plan (Alameda County 2014) as both Dublin and Pleasanton, CA fall under this jurisdiction. The region and surrounding land use consists primarily of residential, commercial and industrial use and is located in a mostly built and developed area. The project site is located within the Alameda Creek Watershed and has a large artificial canal in the project area, Alamo Canal. The proposed project is not located in an area that has an existing Habitat Conservation Plan, but does fall under

the City of Dublin and East Alameda county joint Conservation Strategy intended to develop long-term programs to mitigate impacts and to balance the needs of the community.

A3.2. Project Setting

The proposed project is located in the cities of Dublin and Pleasanton, Alameda County, California, on the Dublin U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle within the Alameda Creek Watershed. The sewer pipeline to be rehabilitated is located in an area characterized by developed uses including retail and commercial developments and residences. The bypass pipeline will span Alamo Canal just north of the intersection of I-680 and I-580 (Figure 1). Alamo Canal flows south through the area and is a straightened (altered) channel that has steep banks vegetated with ruderal plant species and is a flood control channel.

A4. OTHER PUBLIC AGENCIES WHOSE APPROVAL MAY BE REQUIRED

Approval from the following state and local agencies may be required to implement the proposed project:

1. **Regional Water Quality Control Board (RWQCB):** Construction activities that disturb one acre or more of land, and construction on smaller sites that are part of a larger project, must comply with a Construction General Permit that regulates storm water leaving construction sites. Site owners must notify the state, prepare and implement a Stormwater Pollution Prevention Plan (SWPPP), and monitor the effectiveness of the plan. The estimated total area of disturbance for the proposed project does not currently exceed this threshold however, the District is requiring that its contractors prepare a SWPPP and file a Notice of Intent with the RWQCB indicating compliance with the General Permit.
2. **California Department of Fish and Wildlife (CDFW):** A Lake or Streambed Alteration Agreement, in accordance with Section 1602 of the California Fish and Game Code, may be required for placing a temporary bypass pipeline over Alamo Canal.
3. **City of Dublin:** An Encroachment Permit for construction work within city property or within city-owned rights-of-way and for truck traffic over city streets.
4. **City of Pleasanton:** An Encroachment Permit for construction work within city property or within city-owned rights-of-way and for truck traffic over city streets. The City of Pleasanton requires that a traffic control plan be submitted with an Encroachment Permit application.
5. **Zone 7:** Encroachment Permit for construction work within the Alamo Canal flood control channel and Zone 7 right-of-way.
6. **California Department of Transportation:** Encroachment Permit for construction activities within the Caltrans right-of-way.

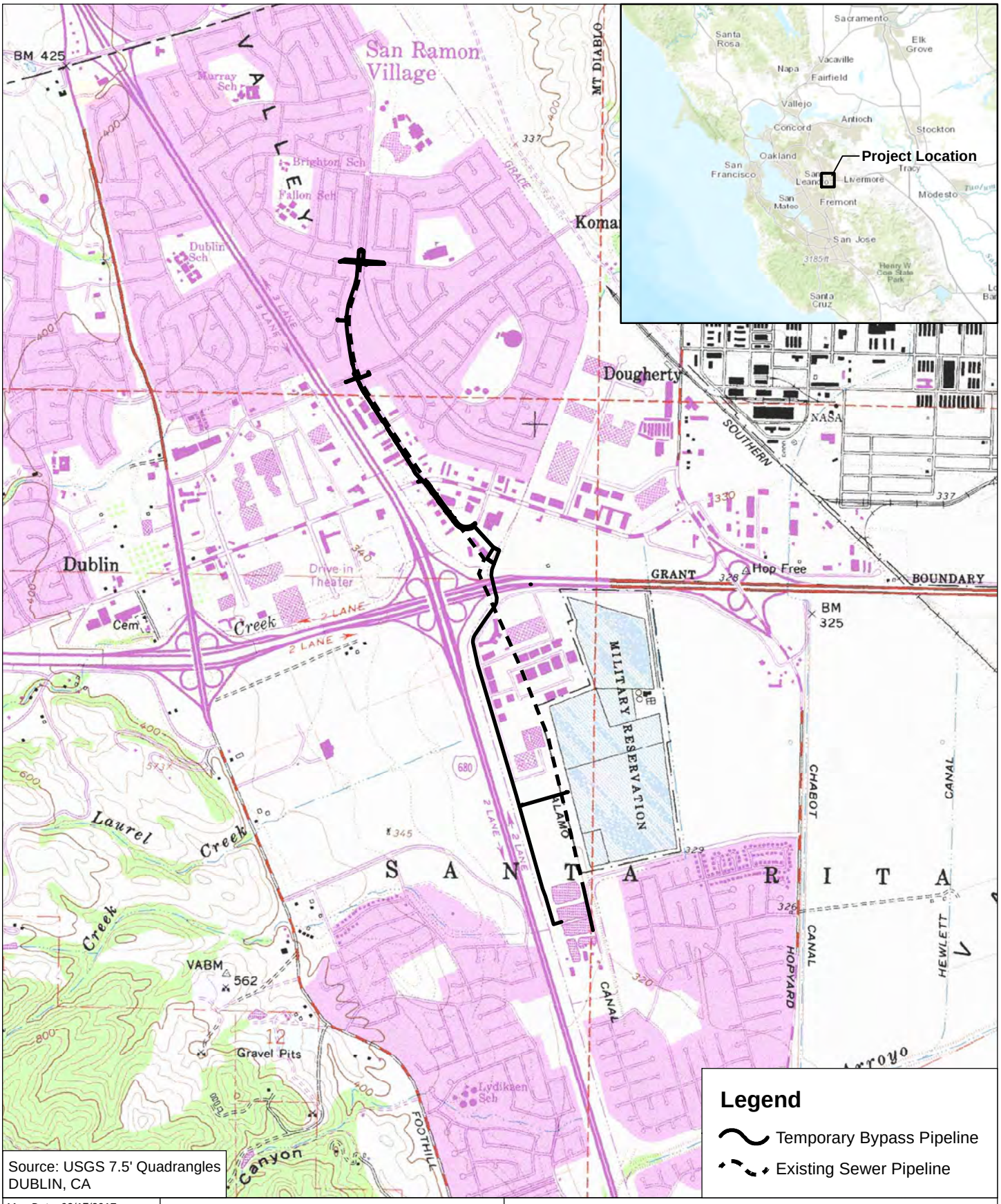


FIGURE 1 - PROJECT LOCATION AND VICINITY

Dublin Trunk Sewer Rehabilitation Project

Dublin San Ramon Services District, Alameda County, CA

Aerial Imagery:
Google Earth (10/2015)
Map Date: 02/23/2017

VINNEDGE
ENVIRONMENTAL CONSULTING

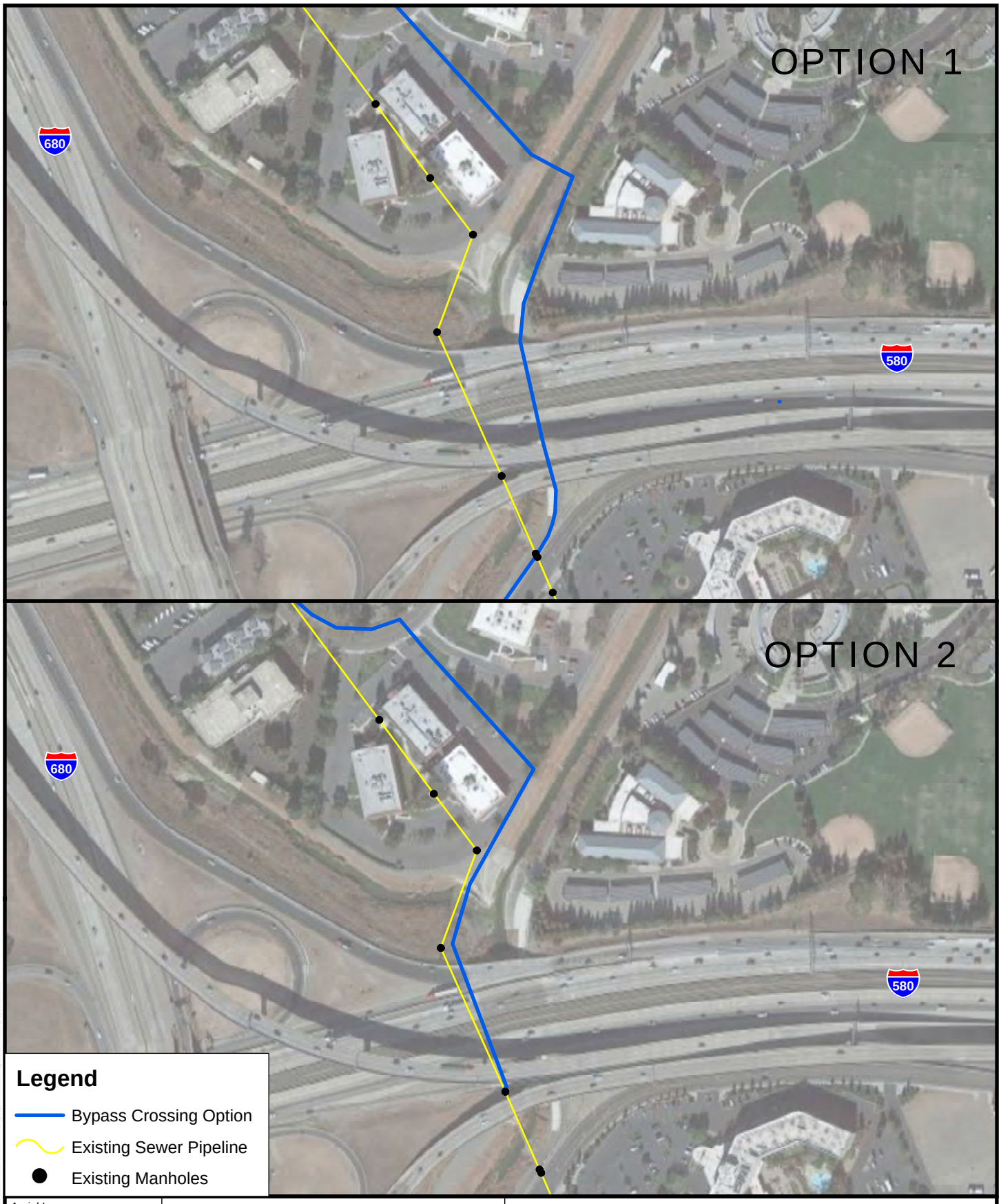
0 500 1,000

N

FIGURE 2 - PROJECT FEATURES

Dublin Trunk Sewer Rehabilitation Project

Dublin San Ramon Services District, Alameda County, CA



Aerial Imagery:
Google Earth (10/2015)
Map Date: 02/23/2017

VINNEDGE
ENVIRONMENTAL CONSULTING

0 150 300
1 inch = 300 feet

N

FIGURE 3 - CROSSING OPTIONS

Dublin Trunk Sewer
Rehabilitation Project

Dublin San Ramon Services District, Alameda County, CA

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by the proposed project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

[ ]	Aesthetics	[ ]	Agriculture Resources	[X]	Air Quality
[X]	Biological Resources	[X]	Cultural Resources	[ ]	Geology / Soils
[ ]	Hazards/Hazardous Materials	[ ]	Hydrology / Water Quality	[ ]	Land Use / Planning
[ ]	Mineral Resources	[X]	Noise	[ ]	Population / Housing
[ ]	Public Services	[X]	Recreation	[X]	Transportation/Traffic
[ ]	Utilities / Service Systems	[ ]	Greenhouse Gas		
[ ]	Mandatory Findings of Significance				

Some proposed applications that are not exempt from CEQA review may have little or no potential for adverse environmental impact related to most of the topics in the Environmental Checklist; and/or potential impacts may involve only a few limited subject areas. These types of projects are generally minor in scope, located in a non-sensitive environment, and are easily identifiable and without public controversy. For the environmental issue areas where there is no potential for significant environmental impact (and not checked above), there is no potential for significant environmental impact to occur from construction, operation, or maintenance of the proposed project. This finding can be made using the project description, environmental setting, or other information as supporting evidence, which is provided in the Environmental Checklist below. For those environmental issue areas where there is potential for significant environmental impact (checked above), mitigation measures have been identified in this document that would reduce impacts to a less than significant level.

C. LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

[ ] I find that the proposed project COULD NOT have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

[X] I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

[ ] I find that the proposed project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

[ ] I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

[ ] I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an **earlier EIR or NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Printed Name	Title

D. EVALUATION OF ENVIRONMENTAL EFFECTS[1]

The Environmental Checklist and discussion that follows is based on sample questions provided in the CEQA Guidelines (Appendix G of the California Code of Regulations (CCR), Title 14, Division 6, Chapter 3), which focus on various individual concerns within 17 different broad environmental categories, such as air quality, cultural resources, land use and traffic (and generally arranged in alphabetical order). The Guidelines also provide specific direction and guidance for preparing responses to the Environmental Checklist. Each question in the Checklist essentially requires a "yes" or "no" reply as to whether or not the project will have a potentially significant environmental impact of a certain type, and, following a Checklist table with all of the questions in each major environmental heading, citations, information and/or discussion that supports that determination. The Checklist table provides, in addition to a clear "yes" reply and a clear "no" reply, two possible "in-between" replies, including one that is equivalent to "yes, but with changes to the project that the proponent and the Lead Agency have agreed to, *no*", and another "no" reply that requires a greater degree of discussion, supported by citations and analysis of existing conditions, threshold(s) of significance used and project effects than required for a simple "no" reply. Each possible answer to the questions in the Checklist, and the different type of discussion required, are discussed below:

- Potentially Significant Impact. Checked if a discussion of the existing setting (including relevant regulations or policies pertaining to the subject) and project characteristics with regard to the environmental topic demonstrates, based on substantial evidence, supporting information, previously prepared and adopted environmental documents, and specific criteria or thresholds used to assess significance, that the project will have a potentially significant impact of the type described in the question.

[1] A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

"Potentially Significant Impact" is appropriate if there is substantial evidence leading to a fair argument that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made without the possibility of mitigation, then an EIR is required.

"Less Than Significant w/ Mitigation" applies where the incorporation of mitigation measures would reduce an effect from "Potentially Significant Impact" to a "Less than Significant Impact." Mitigation measures and a brief explanation of how or whether they reduce the effect to a less than significant level is provided in the text of this report.

Earlier analyses may be used where, pursuant to tiering, Program EIR, Master EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration.

This checklist incorporates references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document includes, where appropriate, a reference to the page or pages where the statement is substantiated. A source list is attached and other sources used or individuals contacted are cited in the discussion.

- Less Than Significant With Mitigation. Checked if the discussion of existing conditions and specific project characteristics, also adequately supported with citations of relevant research or documents, determine that the project clearly will or is likely to have particular physical impacts that will exceed the given threshold or criteria by which significance is determined, but that with the incorporation of clearly defined mitigation measures into the project, that the project applicant or proponent has agreed to, such impacts will be avoided or reduced to less than significant levels.
- Less Than Significant Impact. Checked if a more detailed discussion of existing conditions and specific project features, also citing relevant information, reports or studies, demonstrates that, while some effects may be discernible with regard to the individual environmental topic of the question, the effect would not exceed a threshold of significance which has been established by the Lead or a Responsible Agency. The discussion may note that due to the evidence that a given impact would not occur or would be less than significant, no mitigation measures are required.
- No Impact. Checked if brief statements (one or two sentences) or cited reference materials (maps, reports or studies) clearly show that the type of impact could not be reasonably expected to occur due to the specific characteristics of the project or its location (e.g., the project falls outside the nearest fault rupture zone, or is several hundred feet from a 100-year flood zone, and relevant citations are provided). The referenced sources or information may also show that the impact simply does not apply to projects like the one involved. A response to the question may also be "No Impact" with a brief explanation that the basis of adequately supported project-specific factors or general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a basic screening of the specific project).

The discussions of the replies to the Checklist questions must take account of the whole project involved in the project, including off-site as well as on-site effects, both cumulative and project-level impacts, indirect and direct effects, and construction as well as operational impacts. Except when a “No Impact” reply is indicated, the discussion of each issue must identify:

a) the significance criteria or threshold, if any, used to evaluate each question; and

b) the mitigation measure identified, if any, to reduce the impact to less than significance, with sufficient description to briefly explain how they reduce the effect to a less than significant level.

Earlier analyses may be used where, pursuant to the tiering, program Environmental Impact Report (EIR), or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063(c)(3)(D) of the Guidelines). In this case, a brief discussion should identify the following:

a) Earlier Analysis Used. Identify and state where they are available for review.

b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

E. EVALUATION OF ENVIRONMENTAL IMPACTS

E1. AESTHETICS

Would the project:	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Have a substantial adverse effect on a scenic vista.			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings.				X
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.				X

Comments:

The project site is designated as a scenic resource under the Alameda County General Plan (Alameda County 2014). The California Department of Transportation (Caltrans) manages the State Scenic Highway Program, provides guidance, and assists local government agencies, community organizations, and citizens with the process to officially designate scenic highways. According to Caltrans I-680, which is within the vicinity of the proposed project, is a designated State Scenic Highway (Caltrans 2013).

The proposed project area is within a developed city with commercial and residential areas and no aesthetically-sensitive views. The sewer pipeline is underground and repair of this utility will not alter views or be visible to persons in the area. The bypass pipeline will be above ground for most if it's alignment and therefore visible. With the exception of the bypass over Alamo Canal and along Alamo Canal Trail, the bypass pipeline will not substantially alter views within the City of Dublin or Pleasanton as it will be consistent with existing infrastructure.

Would the Project:

a) Have a substantial adverse effect on a scenic vista.

The portion of the bypass pipeline spanning Alamo Canal would be visible to viewers using the Alamo Trail and possible views from I-680. This impact is temporary – lasting between 3 and 10 weeks – and is not considered significant because views will be returned to pre-project conditions upon completion of sewer repair activities. This temporary impact is considered **less than significant.**

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

The proposed impact would not damage scenic resources. The temporary impacts associated with construction activities are consistent with the urban setting of the project. **No impact.**

c) Substantially degrade the existing visual character or quality of the site and its surroundings.

The proposed project would not result in degradation or any permanent change to the visual character of the project area. The existing sewer pipeline is an underground utility. All areas temporarily disturbed during construction will be returned to pre-project conditions. The temporary impacts on visual character during construction are consistent with the urban setting of the project. **No impact.**

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

Construction of the project would not result in a new source of nighttime lighting as no night work is permitted by the City of Dublin. No permanent lighting would be installed as a result of the proposed project. The proposed project would have **no impact** on visual resources from light and glare.

E2. AGRICULTURE AND FOREST RESOURCES

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

Comments:

This section describes the environmental setting and any potential impacts on agricultural resources that would result from the project. Information about the project site and vicinity was obtained from review of the Farmland Mapping & Monitoring Program (FMMP).

Would the Project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.

The project site does not contain any lands designated as Prime Farmland, Unique Farmland or Farmland of Statewide Importance as shown on the maps prepared pursuant to the FMMP of the California Resources Agency. In addition, the project does not contain Farmland of Local Importance. Therefore, no Prime Farmland, Unique Farmland, Farmland of Statewide or Farmland of Local Importance would be converted to a non-agricultural use as a result of project activities. **No impact.**

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

The project site is zoned Downtown Dublin Zoning District, Residential and Commercial use in the City of Dublin and General Industrial in the City of Pleasanton, which is not considered to be an agricultural zone. Additionally, the project is not under a Williamson Act Contract. Therefore, the project does not conflict with existing zoning for agricultural use, or a Williamson Act Contract. **No impact.**

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined by Public Resources Code section 4526)?

The project is not located near land designated as Timber Resource. **No impact.**

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No forest land occurs in or adjacent to the proposed project; therefore, there would be no loss of forest land or conversion of forest land to non-forest use. **No impact.**

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

The project site and surrounding area within a radius of 5 miles does not contain any lands designated as Prime Farmland, Unique Farmland, Farmland of Statewide Importance or Farmland of Local Importance as shown on the maps prepared pursuant to the FMMP of the California Resources Agency. In addition, the proposed project contains no forest land, and no forest land occurs within 5 miles of the proposed project site. **No impact.**

E3. AIR QUALITY

Environmental Factors and Focused Questions for Determination of Environmental Impact	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan.			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation.			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors).			X	
d) Expose sensitive receptors to substantial pollutant concentrations.		X		
e) Create objectionable odors affecting a substantial number of people.			X	

Comments:

According to the Bay Area Air Quality Management District (BAAQMD), the cities of Dublin and Pleasanton and their environs are in the Diablo/San Ramon Valley (Valley) climatological sub-region of the Bay Area (BAAQMD, 2012). Air pollution potential is high in the Valley, especially in the summer and fall when high temperatures increase the potential for ozone build up. The Valley not only traps locally generated pollutants, but can receive wind-transported ozone and ozone precursor intrusions from San Francisco, Alameda, Contra Costa and Santa Clara counties. During the winter, strong surface-based temperature inversions (i.e., colder air near the ground, capped by warmer air aloft, which limits the vertical dispersion of air pollutants) often occur. Then pollutants such as carbon monoxide and particulate matter generated by motor vehicles, fireplaces/woodstoves and agricultural burning, can become concentrated.

The BAAQMD operates numerous air monitoring stations distributed throughout the Bay Area that measure the ambient concentrations of five major air pollutants (all termed “criteria” air pollutants because federal and/or state ambient standards have been set for them): ozone (which is formed in the atmosphere through the reactions of reactive organic gases [ROG] and nitrogen oxides [NOx]), particulate matter (two varieties: particles less than 10 microns in diameter [PM_{10}] and particles less than 2.5 microns in diameter [$PM_{2.5}$]), carbon monoxide (CO), nitrogen dioxide (NO_2), and sulfur dioxide (SO_2).

Existing local air quality in the project site vicinity can be inferred from ambient air quality measurements taken at the nearest BAAQMD site in Livermore (at 793 Rincon Avenue) about 7 miles east of the project site. Table AQ-1 presents a 3-year summary of the most recent monitoring data taken there from 2013–2015.

Table AQ-1: Eastern Alameda County Ambient Air Quality Monitoring Summary (2013–2015)

		Number of Days Standards were Exceeded and Maximum Concentrations Measured		
Pollutant	**Most Stringent Applicable Standard**	**2013**	**2014**	**2015**
Ozone – Livermore (793 Rincon Avenue)				
Maximum 8-hour concentration (ppm)		0.077	0.080	0.081
# Days 8-hour California standard exceeded	>0.07 ppm[a]	2	7	7
# Days 8-hour federal standard exceeded	>0.075 ppm[b]	1	4	1
Suspended Fine Particulates ($PM_{2.5}$) – Livermore (793 Rincon Avenue)				
Maximum 24-hour concentration ($\mu g/m^3$)		40.1	42.9	31.1
# Days federal 24-hour standard exceeded	>35 $\mu g/m^3$	4	1	0
Annual Average ($\mu g/m^3$)		8.4	7.9	N/A
Annual California or federal standard exceeded?	>12 $\mu g/m^3$ [a]	No	No	N/A

Notes: $\mu g/m^3$ = micrograms per cubic meter
ppm = parts per million
N/A = indicates that data are not available

[a] State standard, not to be exceeded.

[b] Federal standard, not to be exceeded.

Source: CARB, 2014a.

Many other chemical compounds, generally termed toxic air contaminants (TACs), pose a present or potential hazard to human health through airborne exposure. A wide variety of sources, both stationary (e.g., dry cleaning facilities, gasoline stations, and emergency diesel-powered generators) and mobile (e.g., motor vehicles, construction equipment), emit TACs. The health effects associated with TACs are quite diverse. TACs can cause long-term health effects (e.g., cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage) and/or short-term acute effects (e.g., eye watering, respiratory irritation, running nose, throat pain, and headaches).

Diesel particulate matter (DPM), the PM_{10} and $PM_{2.5}$ emitted by diesel engines, accounts for more than 80% of the inhalation cancer risk from TACs in the Bay Area and is one of the TACs of greatest concern statewide. Construction equipment, heavy trucks and buses are the primary sources of diesel emissions, consequently DPM concentrations are highest near large construction sites, in densely developed urban areas, and near heavily traveled roadways. Other substantial sources of TAC emissions that can impact wide areas around them include rail yards, seaports, airports, oil refineries, power plants, and wastewater treatment plants. TAC emissions from smaller sources such as gas stations, dry cleaners, and stationary diesel engines (which typically power

emergency backup generators and water pumps) have more locally restricted impacts, but because such sources are numerous and widely distributed the number of people affected by their emissions is considerable.

Many stationary TAC sources in the Bay Area have emissions large enough to require their operating under BAAQMD permit with specified emission controls. The BAAQMD has also identified all Bay Area freeways, state highways and major roadways (i.e., roads carrying greater than 10,000 annual average daily traffic) as major TAC sources.

The WWTP in Pleasanton currently operates under a BAAQMD permit because of the DPM emissions from several on-site diesel-powered emergency generators and water pumps, and because of the substantial amounts of organic solvents contained in the waste water, which are released as TACs when the waste water is treated. I-680 freeway, a major source of TACs from the many motor vehicles using it daily, passes a few hundred feet west of most of the route of the Dublin Trunk Sewer pipeline; I-580, also a major TAC source, cuts the pipeline corridor about in half north to south. Other stationary TAC sources in the pipeline corridor north of I-580 include two emergency generators (i.e., Pacific Bell at 6379 Clark Avenue and DSRSD at 7051 Dublin Boulevard), a dry cleaner (Park Avenue Cleaners at 7104 Dublin Boulevard) and an auto body shop (Dublin Auto Body at 6872 Village Parkway) in the largely commercial area south of Dublin Boulevard and north of I-580; in the largely residential area north of Amador Valley Boulevard there are only two gasoline stations (ARCO at 7249 Village Parkway and Shell at 4895 Hacienda Drive).

This air quality analysis addressing the Initial Study air quality checklist items above was performed using the methodologies recommended in CEQA Air Quality Guidelines (BAAQMD 2010). According to the Guidelines, any project would have a significant potential for causing/contributing to a local air quality standard violation or making a cumulatively considerable contribution to a regional air quality problem if its criteria pollutant emissions would exceed any of the thresholds during construction or operation as presented in Table AQ-2.

Table AQ-2: CEQA Air Quality Significance Thresholds for Criteria Air Pollutant Emissions

		Operational	
Pollutant	**Construction Average Daily (lbs./day)**	**Average Daily (lbs./day)**	**Maximum Annual (tons/year)**
Reactive Organic Gases (ROG)	54	54	10
Oxides of Nitrogen (NO_x)	54	54	10
Inhalable Particulate Matter (PM_{10})	82 (exhaust)	82	15
Fine Inhalable Particulate Matter ($PM_{2.5}$)	54 (exhaust)	54	10
$PM_{10}/PM_{2.5}$ (Fugitive Dust)	BMPs[a]	N/A	N/A

Notes: BMPs = Best Management Practices
N/A = Not Applicable

[a] If BAAQMD BMPs for fugitive dust control are implemented during construction, the impacts of such residual emissions are considered to be less than significant.

Source: Bay Area Air Quality Management District, 2010, California Environmental Quality Act Air Quality Guidelines.

The Guidelines also establish a relevant zone of influence for an assessment of project-level and cumulative health risk from TAC exposure to an area within 1,000 feet of a project site. Project construction-related or project operational TAC impacts to sensitive receptors within the zone that exceed any of the following thresholds are considered significant:

- An excess cancer risk level of more than 10 in one million.
- A non-cancer hazard index greater than 1.0.
- An incremental increase of greater than 0.3 micrograms per cubic meter (μg/m3) for annual average $PM_{2.5}$ concentrations.

Cumulative impacts from TACs emitted from freeways, state highways or high volume roadways (i.e., the latter defined as having traffic volumes of 10,000 vehicles or more per day or 1,000 trucks per day), and from all BAAQMD-permitted stationary sources sources within the zone to sensitive receptors within the zone that exceed any of the following thresholds are considered cumulatively significant:

- A combined excess cancer risk levels of more than 100 in one million.
- A combined non-cancer hazard index greater than 10.0.
- A combined incremental increase in annual average $PM_{2.5}$ concentrations greater than 0.8 $\mu g/m^3$.

Would the Project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

The BAAQMD adopted its 2010 Bay Area Clean Air Plan (CAP) in accordance with the requirements of the California Clean Air Act (CCAA) to implement all feasible measures to reduce ozone; it also provides a control strategy to reduce particulate matter and air toxics (TACs) in a single, integrated plan with necessary emission control measures to be adopted or implemented. The primary goals of the 2010 Bay Area CAP are to attain/maintain air quality standards and reduce population exposure to air pollutants in the Bay Area.

Compliance with BAAQMD-approved CEQA emission thresholds are necessary conditions for determining that a project would be consistent with all adopted CAP control measures and would not interfere with the attainment of CAP goals. Also, by providing an urgently needed repair to an existing waste water pipeline without increasing its transport capacity or the treatment capacity of the existing DSRSD waste water treatment plant, the Project would not alter the regional housing, employment, transportation and/or population projections that the CAP assumed when it specified air pollutant emission limits and control strategies within the Bay Area Air Basin. As the analysis below demonstrates, the Project would not have significant and unavoidable air quality impacts because it meets all CEQA limits on air pollutant emissions and their consequent health risks to the local population along the pipeline route. **Less than significant.**

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Installation of a temporary bypass pipeline and the inspection/repair of the existing waste water transport pipeline would take place over about a 4-month period during the summer of 2017. It would generate temporary emissions of criteria pollutants in construction equipment exhaust and fugitive dust from equipment and material movement. The CEQA Air Quality Guidelines recommend quantification of construction-related

exhaust emissions and comparison of those emissions to the CEQA significance thresholds. Thus, the CalEEMod (California Emissions Estimator Model, Version 2016.3.1) was used for this purpose.

Table AQ-3 provides the estimated pollutant emissions from construction equipment, material delivery trucks and worker commute vehicles associated with each project phase. The average daily construction period emissions were compared to the CEQA significance thresholds, as shown. Daily emissions of each regulated air pollutant from construction activities would be below the CEQA significance thresholds.

Table AQ-3: Project Construction Criteria Pollutant Emissions (Average Pounds per Work Day)

Project Phase	ROG	NOx	PM_{10} (Exhaust)	$PM_{2.5}$ (Exhaust)
Bypass Pipeline/Pumping Setup	0.1	1.0	0.1	0.1
Wastewater Pipeline Inspection/Cleaning	2.4	24.4	0.9	0.9
Wastewater Pipeline Lining/Repair	1.3	21.4	1.0	1.1
Significance Thresholds	**54**	**54**	**82**	**54**
Significant Impact?	**No**	**No**	**No**	**No**

However, fugitive dust resulting from earth movement and travel over unpaved ground could lead to local violations of ambient particulate standards unless adequate dust suppression measures are implemented. The CEQA Air Quality Guidelines require a number of construction BMPs to control fugitive dust. Implementation of the following BMPs would further reduce this potential impact to **less than significant.**

BAAQMD Required Dust Control Measures

The construction contractor shall reduce construction-related air pollutant emissions by implementing BAAQMD's basic fugitive dust control measures, including:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved surfaces shall be limited to 15 miles per hour.
- Paving shall be restored as soon as possible after construction/repair is complete.
- A public ally visible sign shall be posted at each active worksite with the telephone number and person to contact at the DSRSD regarding dust complaints. This person shall respond and take corrective action with 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

As discussed in Subsection b above, Project-related criteria pollutant emissions would be below the BAAQMD significance thresholds. And as discussed below in Subsection d, Project-related TAC impacts would also be below BAAQMD health risk significance thresholds Therefore, the Project would not make cumulatively considerable contributions to the Bay Area's regional problems with ozone, particulate matter or TACs. Thus, cumulative emission impacts would be **less than significant.**

d) Expose sensitive receptors to substantial pollutant concentrations.

Cancer risk is the lifetime probability of developing cancer from exposure to carcinogenic substances. Following health risk assessment (HRA) guidelines established by the BAAQMD in *Recommended Methods for Screening and Modeling Local Risks and Hazards*, incremental cancer risks are estimated by applying established toxicity factors to modeled TAC concentrations. Adverse health impacts unrelated to cancer are measured using a hazard index (HI), which is defined as the ratio of a project's incremental TAC exposure concentration to a published reference exposure level (REL) as determined by OEHHA. If the HI is greater than 1.0, then the impact is considered to be significant.

Ambient DPM produced by construction equipment could substantially affect sensitive receptors within 1,000 feet of the locus of construction activity if such emissions were strong enough and lasted long enough. However, the CEQA significance thresholds for TACs are based on assumptions of exposure duration of a year or longer (i.e., a year for chronic non-cancer health impacts, 70 years for cancer risk). Given that all Project phases (i.e., installation of the temporary bypass pipeline and inspection/repair of the existing wastewater pipeline) would be completed in at most 4 months, and that most of the route of the pipeline would be on WWTP property or in largely commercial areas (the exception would be the portion of the pipeline corridor north of Amador Valley Boulevard, which is in a largely residential neighborhood), the TAC exposure period for any residential receptors would be short in comparison to the exposure times needed for any adverse health impacts to develop. Also, the locus of proposed project inspection/repair activities would move along the entire 8000-foot length of the wastewater pipeline corridor over the 4-month construction period and so no single sensitive local receptor would be within 1000 feet of this active locus for more than a week or two. Thus, Project-related TAC health risks would be substantially below the CEQA health- risk significance thresholds and Project-level TAC impacts for most project construction emissions would be **less than significant.**

Impact AQ-1: Bypass pumps may exceed the 1-hour average NO2 ambient standards and 24-hour average PM_{10} and $PM_{2.5}$ ambient standards at local sensitive (i.e., residential) receptors. Diesel-powered pumps are planned to be located near the intersection of Village Parkway and Tamarack Drive in a predominantly residential area. These pumps would need to operate at that location for 24-hours a day during much of the 10-week long pipeline inspection/repair phase. Use of EPA-rated Tier 3 low-emitting diesel engines and their operations over 8-10 weeks by the construction contractor are not likely to threaten local violations of either the $PM_{2.5}$ annual average ambient standard or the 70-year cancer risk threshold. However, this equipment could exceed the 1-hour average NO_2 ambient standards and 24-hour average PM_{10} and $PM_{2.5}$ ambient standards at local sensitive

(i.e., residential) receptors. **This potential impact would be reduced to less than significant with implementation of Mitigation Measure AQ-1.**

> *Mitigation Measure AQ-1: Monitor short-term NO_2 and $PM_{2.5}$ ambient concentrations and install electric pumps, if necessary.*

The construction contractor shall perform screening-level dispersion modeling (using the EPA's SCREEN3 model or equivalent) of short-term NO_2, PM_{10} and $PM_{2.5}$ ambient concentrations at local residential receptors after the initial choice of diesel-powered pumps is made and pumps are active. The contractor shall model the specific exhaust stack height/diameter and exhaust velocity/temperature parameters of the generator from the contractor's proposed configuration and the manufacturer's engineering specifications, respectively. If modeling shows the short-term NO_2, PM_{10} and $PM_{2.5}$ levels are not in attainment of short-term ambient standards (i.e., 0.10 ppm 1-hour average for NO_2, 50 ug/m^3 24-hour average for PM_{10}, and 35 ug/m^3 24-hour average for $PM_{2.5}$), then the contractor shall implement some or all of the following measures to improve ambient concentrations.

- Evaluate and adjust the equipment location and operating parameters (i.e., increased exhaust stack height, need for additional exhaust particulate filters, etc.) to reduce short-term NO_2, PM_{10} and $PM_{2.5}$ ambient concentrations at local residential receptors to attain the short-term ambient standards.
- If modeling shows that feasible adjustments cannot avoid significant short-term air quality impacts using diesel pumps, then the contractor shall substitute either Tier 4 pumps, or add Diesel Particulate Filters, or use electrically powered pumps for the diesel pumps.

e) Create objectionable odors affecting a substantial number of people?

The proposed Project includes replacing an existing sewer pipeline which currently holds and conveys wastewater. The project will provide better protection of the sewer pipeline from future damage and would result in a beneficial impact to this system. However, the proposed project construction activities will result in resin associated with cure in place construction and this will create a temporary objectionable odor in an area designated partly as residential and could impact those living within the vicinity. This odor will be emitted along the pipeline which is located in Alamo Canal and would be limited to a very short-term impact. Therefore, the impacts to odor would be considered **less than significant.**

E4. GREENHOUSE GAS

Environmental Factors and Focused Questions for Determination of Environmental Impact	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?				X

Comments:

California now recognizes seven greenhouse gases (GHGs), but carbon dioxide (CO_2) is by far the most important (which is especially true of GHG emissions from the proposed project) and receives the most regulatory attention. GHG emission sources (i.e., for CEQA individual projects) are quantified and reported in metric tons per year.

California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires the California Air Resources Board (CARB) to design and implement emission limits, regulations, and other measures, such that statewide greenhouse gas (GHG) emissions will be reduced to 1990 levels by 2020.

Would the Project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Although the BAAQMD has adopted 1,100 metric ton/year as a GHG operational emissions significance criterion for development projects, there is no similar adopted threshold for project construction emissions. Construction of the proposed project would generate a total of about 132 metric tons of GHG during its 4-month construction period. Because construction emissions would be short-term and would cease upon project completion, GHG from construction activities would not substantially contribute to the global GHG emissions burden. **Less than significant.**

b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

The proposed project is a necessary infrastructure repair that would not affect the capacity of the local WWTF or any regional population, employment or transportation projections upon which regional GHG inventories are based, nor conflict with any County or State policies to reduce GHG emissions. **No impact.**

E5. BIOLOGICAL RESOURCES

Environmental Factors and Focused Questions for Determination of Environmental Impact	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service.			X	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.				X

Comments:

A list of regionally occurring special-status species was compiled into a table based on the U.S. Fish and Wildlife Service (USFWS), California Natural Diversity Data Base (CNDDB) and California Native Plant Society (CNPS) lists (Tables A-1 and A-2 in Appendix A). Theses table provides a list of the distributions, habitat types, and potential for each regionally occurring special-status species to occur within the vicinity of the project area. Based on the review of database searches; review of applicable literature; and lack of suitable habitat and the disturbed

nature of the site the project site is unlikely to support any special-status plant or animal species that occur in the area. However, because of the proximity to Alamo Canal, special status species may inhabit the project site as a movement corridor. Alamo Canal, a flood control channel within proposed project area, contains open water or channel habitat. This is an artificial channel with a trapezoidal shape and steep banks (2:1). Alamo Canal originates north of I-580 as Alamo Creek, which drains Dougherty Valley, and becomes Alamo Canal in the vicinity of Dublin Boulevard. The active stream bed is about 15 feet wide, and erosion and sedimentation issues are noticeable. No riparian or woody vegetation is present, only ground cover (non-native grass) on the banks and a few very small patches of marsh vegetation within the channel (most flood control channels are cleared of vegetation to manage for high flow events).

The proposed project would require a temporary bypass pipeline for conveyance of sewer during repair of the Dublin Trunk Sewer pipeline. This temporary bypass will span Alamo Canal in one of two optional locations (Figure 3). Option 1 would span the canal over a section where banks are vegetated with non-native grass. The Dublin Public Library and Alamo Canal Regional Trail are located on the east bank of the Option 1 crossing. Option 2 would also span the canal just north of the I-580 and I-680 interchange; however, the proposed location is further south and would cross a section of the canal where banks are concrete lined. Under Option 2 the bypass pipeline would not be placed adjacent to Alamo Canal Regional Trail, but instead would be placed on riprap banks of the canal under I-580. A few ornamental trees and shrubs are present on the west bank where both Options 1 and 2 originate. Installation of the bypass pipeline under both options will require heavy equipment on the developed west bank of Alamo Canal. Construction impacts associated with bypass installation would not disturb any ornamental or native vegetation.

Because the bypass pipeline spans Alamo Canal, and is therefore in close proximity to aquatic habitat, the District has committed to implementing protective measures and BMPs described in Table 1 during construction.

Would the Project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW and USFWS?

Western Pond Turtle

Western pond turtle is a state species of special concern. Western pond turtles use aquatic habitat primarily for foraging, thermoregulation and predator avoidance (Stebbins 2003). Although primarily an aquatic species, pond turtles can over-winter on land or in water and may remain active during the winter, depending on environmental conditions. The banks of inhabited waters usually have thick vegetation, but basking sites such as logs, rocks, or open banks must also be present (Zeiner et al. 1988). Aquatic habitat for the western pond turtle is present in Alamo Canal and this reptile was observed in the canal in October 2016. The vegetated banks of Alamo Canal flood control channel provide low quality habitat for western pond turtle due to the lack of woody vegetation and steep slopes. The concrete lined banks of this channel provide no habitat for western pond turtle. The distance from top of bank to canal is approximately 41-feet with a slope of approximately 30 degrees.

Impact BIO-1: Potential impacts on western pond turtle may result from temporary disturbance to the bank of Alamo Canal flood control channel during installation and/or removal of the bypass pipeline under Option 1. **Implementation of project-wide BMPs (Table 1) in addition to Mitigation Measure BIO-1 would reduce this impact to less than significant with mitigation.**

Mitigation Measure BIO-1: Conduct Preconstruction Survey for Western Pond Turtle and Install Protective Fencing.

Immediately prior to construction activities near Alamo Canal, a qualified biologist will conduct a pre-construction survey within the project site to determine the presence or absence of western pond turtle. If turtles are present in the project site, the biologist will first contact CDFW to discuss relocation efforts and methods (or per any Lake and Streambed Alteration Agreement conditions), and if required, the qualified biologist will subsequently relocate any individuals to a suitable downstream or upstream location.

1. If turtles are relocated, protective temporary fencing will be installed around the active work zone to prevent the migration of western pond turtles into the work area. This fencing will be approved by a qualified biologist prior to commencement of construction activities, and the fencing will be designed not to impede the movement of other wildlife that may use the bank along the canal as a north-south migration corridor, and not to impede the flow of water within the channel. Fencing shall be maintained during the duration of construction and removed following completion of the project and restoration of the site (or as required by 1602 permit conditions).

Migratory Birds

Migratory birds (including eggs and chicks) are protected under the Migratory Bird Treaty Act (16 U.S.C. 703-712) administered by the USFWS (Division of Migratory Bird Management), which makes it unlawful, unless expressly authorized by permit pursuant to federal regulations, to "pursue, hunt, take, capture, kill, attempt to take, capture or kill, offer for sale, sell, offer to purchase, purchase, deliver for shipment, ship, cause to be shipped, deliver for transportation, transport, cause to be transported, carry, or cause to be carried by any means whatever, receive for shipment, transportation or carriage, or export at any time, or in any manner, any migratory bird, or any part, nest, or egg of any such bird." Most bird species occurring within California fall under the protection of the MBTA except those species that belong to the families not listed in any of the four treaties, such as European starling (*Sturnus vulgaris*). Nesting birds are also protected under California Fish and Game Code §3503, which prohibits the take, possession, or needless destruction of the nest or eggs of any bird.

Impact BIO-2: The project may result in an indirect impact (e.g., temporary changes in foraging patterns or territories, noise or light disturbance, winter roost abandonment, etc.) to sensitive bird species protected under the MBTA during installation and removal of the bypass pipeline. **Implementation of project-wide BMPs (Table 1) in addition to Mitigation Measure BIO-2 would reduce this impact to less than significant with mitigation.**

Mitigation Measure BIO-2: Conduct Preconstruction Surveys and Implement Minimization and Avoidance Measures in Suitable Habitat for Nesting Bird Species, if Present.

If construction of the proposed project begins during the bird nesting season (February 1st to August 31st), preconstruction nesting bird surveys would be conducted within suitable habitat by a qualified biologist no more than 2 weeks prior to equipment or material staging, and noise disturbing activities. If no active nests are found within the project site, no further mitigation is necessary.

If active nests (i.e., nests in the egg laying, incubating, nestling or fledgling stages) are found, the following steps would be implemented:

1. If active nests are found within 300 feet of the disturbance footprint for raptor (birds of prey) species or 100 feet of the disturbance footprint for all other bird species, no-disturbance buffers should be established at a distance sufficient to minimize disturbance based on the nest location, topography, cover, the nesting pair's tolerance to disturbance, and the type/duration of potential disturbance. Work within no-disturbance buffers should be rescheduled to occur after the young have fledged as determined by a qualified biologist. Buffer size should be determined in cooperation with CDFW and USFWS.
2. If rescheduling of work is infeasible and no-disturbance buffers cannot be maintained, a qualified biologist should be on site to monitor active nests for signs of disturbance. If it is determined that project-related activities are resulting in nest disturbance, work should cease immediately and CDFW and USFWS should be contacted for further guidance.
3. Tree removal, pruning, grubbing, grading, or other construction activities conducted outside of the breeding season (i.e., September 1st to January 29th) would not require preconstruction surveys.
4. All areas disturbed by construction shall be reseeded as a soon as possible after construction (but before fall rains) with a grass and forb mixture to reduce erosion hazards. All reseeding should be completed with a native grass and forb mixture. If landscaped vegetation is removed along existing roads or residences, it shall be replaced in kind at a 1:1 ratio with appropriate landscaping species.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS?

In general, vegetation in the sewer pipeline repair project area is limited to a few ornamental street trees adjacent to the roads. Excavation activities would occur in developed roadways and would not disturb unpaved or vegetated areas. The Environmental Resources Management/Conservation Element of the Dublin General Plan identifies stream corridors and riparian vegetation, and oak woodlands as sensitive natural communities requiring protection. These habitat types do not occur in or adjacent to the proposed project area. The vegetated banks of Alamo Canal channel and a few very small patches of marsh vegetation exist within the proposed project area. There are no mapped or designated sensitive biotic communities as identified in regional plans, policies and regulations or by the CDFW or USFWS on or adjacent to the project site. Potential for project activities to impact special status species are described in a) above. The proposed project would have no potential to impact riparian habitat or sensitive natural communities; nevertheless, the District will comply with Section 1602 of the California Fish and Game Code and notify CDFW through the Lake or Streambed Alteration Agreement. **Less than significant**.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No wetlands or waters as defined in Section 404 of the Clean Water Act designated as waters of the U.S. would be impacted or permanently filled during construction of the proposed project. **No impact** would occur with project implementation.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The proposed project does not involve any activities that would interfere with the movements or migrations of fish or wildlife, or impede use of a known wildlife nursery site. **No impact** would occur with project implementation.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

The project would not conflict with any local policies or ordinances protecting biological resources including tree preservation policies or ordinances. **No impact** would occur with project implementation.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

The City of Dublin and East Alameda County have established a joint Conservation Strategy intended to develop long-term programs intended to mitigate impacts on protected species and to balance the needs of the communities. The proposed project would not conflict with this Conservation strategy or with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, **no impact** would occur.

E6. CULTURAL RESOURCES

Environmental Factors and Focused Questions for Determination of Environmental Impact	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5.		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.		X		
d) Disturb any human remains, including those interred outside of dedicated cemeteries.		X		
e) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either: 1) a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, that is listed or eligible for listing on the California Register of Historical Resources, or on a local register of historical resources as defined in Public Resources Code section 5020.1(k), or 2) a resource determined by a lead agency, in its discretion and supported by substantial evidence, to be significant according to the historical register criteria in Public Resources Code section 5024.1 (c), and considering the significance of the resource to a California Native American tribe.				X

Comments:

Under CEQA, the importance of a historical resource is measured in terms of criteria for inclusion on the California Register of Historical Resources (Title 14 CCR, §4852(a)). A resource may be important if it meets any

one of the criteria below, or if it is already listed on the California Register or a local register of historical resources. An important historical resource is one which:

1. Is associated with 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 may be likely to yield, information important to the pre-history or history of the local area, California, or the nation.

In addition to meeting one or more of the above criteria, eligibility for the California Register requires that a resource retain sufficient integrity to convey a sense of its significance or importance. Seven elements are considered key in determining a property's integrity: location, design, setting, materials, workmanship, feeling, and association.

A "unique archaeological resource" consists of 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.

The California Office of Historic Preservation (OHP) suggests that all resources over 45 years old be recorded for inclusion in the OHP filing system.

Would the Project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5.

On January 18, 2017, a record search of the database at the Northwest Information Center of the California Historical Resources Information System at Sonoma State University (NWIC) was completed to determine if archaeological or historic resources would be impacted by the project. Eleven studies have been completed that cover portions of the current project area. An additional 13 studies have been conducted on properties within a quarter-mile of the proposed project. These studies identified no historical resources (See Appendix B). The existing structures in the proposed project are not designated as a historic resource on any federal, state or local inventory. As a result, no impacts to historical resources would occur from project implementation. **No Impact.**

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

Impact CR-1: An analysis of the physical environment indicates that there is a less than 20% potential that buried archaeological resources could be present within the project area. Because the project is designed to repair pipelines within existing trenches, the actual potential to encounter intact cultural deposits during construction is considered to be even lower. **However, implementation of Mitigation Measure CR-1 would reduce this potential impact to less than significant with mitigation.**

Mitigation Measure CR-1: Conduct Identification Training and Stop Work if Archaeological or Paleontological Resources are Encountered During Construction.

The construction contractor shall participate in a historical resource identification training session in order to be aware of the potential resources that might be uncovered. If archaeological resources are encountered during project construction, work shall be temporarily halted in the vicinity of the discovered materials and construction personnel shall avoid altering these materials and their context until a qualified archaeologist has evaluated the resource. Recommendations on how to treat the resource by the qualified archaeologist may include evaluation, preservation in place, archaeological test excavation and/or archaeological data recovery, and a draft and final report documenting such activities. This measure also requires that the recommendations of a qualified paleontologist be followed if fossils are discovered during excavation activities. Recommendations specific to paleontological resources may include evaluation, preservation in place, test excavation and/or paleontological data recovery, and a draft and final report documenting such activities.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

As discussed in b), due to the fact that the entire ground surface within the project area has been substantially altered as a result of urban development, it is unlikely that previously unrecorded paleontological resource or unique geologic features would be discovered during construction of the project. **However, implementation of Mitigation Measure CR-1 would ensure that the potential impact of an accidental discovery of a unique paleontological resource or geologic feature would be considered less than significant with mitigation**.

d) Disturb any human remains, including those interred outside of formal cemeteries.

Impact CR-2: Excavation within the project area also has a low likelihood of disturbing a previously unrecorded Native American. **However, implementation of Mitigation Measure CR-2 would reduce this potential impact to less than significant with mitigation.**

Mitigation Measure CR-2: Discovery of Human Remains.

If at any time during site preparation, excavation, or other ground disturbance associated with the proposed project, human remains are discovered, the construction contractor shall immediately cease and desist from all further site excavation and notify the District and the District shall notify the sheriff-coroner. If the coroner determines that the remains are not of recent origin, a full archeological report shall be prepared and representatives of the local Native California Indian group shall be contacted. Disturbance shall not resume until

the significance of the archeological resource is determined and appropriate mitigations to preserve the resource on the site are established.

e) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either:

1) a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, that is listed or eligible for listing on the California Register of Historical Resources, or on a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

2) a resource determined by a lead agency, in its discretion and supported by substantial evidence, to be significant according to the historical register criteria in Public Resources Code section 5024.1 (c), and considering the significance of the resource to a California Native American tribe.

CEQA analyses must consider "tribal cultural values, as well as scientific and archaeological values when determining impacts and mitigation." Tribal Cultural Resources are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe" that are either included or determined to be eligible for inclusion in the California Register of Historical Resources or local registers of historical resources.

The State of California's Native American Heritage Commission, members of the Amah Mutsun Tribal Band of Mission San Juan Bautista, Indian Canyon Mutsun Band of Costanoan, Muwekma Ohlone Indian Tribe of the San Francisco Bay Area, The Ohlone Indian Tribe, and the Coastanoan Rumsen Carmel Tribe were contacted in writing in support of this project (Appendix C). This contact represents notification regarding the project to provide an opportunity to comment and does not constitute consultation with tribes. The Native American Heritage Commission replied with a letter dated January 27, 2017, in which they provided a list of tribes to be contacted that have cultural affiliations within the proposed project area. The District is prepared to consult with California Native American tribes that are traditionally and culturally affiliated with the geographic area that the proposed project is within. To date, no tribe has contacted the District. No other comments have been received as of the date of this report. **No Impact**.

E7. GEOLOGY AND SOILS

Environmental Factors and Focused Questions for Determination of Environmental Impact	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii) Strong seismic ground shaking. iii) Seismic-related ground failure, including liquefaction. iv) Landslides.				X
b) Result in substantial soil erosion or the loss of topsoil.			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.				X

Comments:

According to the Association of Bay Area Governments' (ABAG) Liquefaction Susceptibility in the Bay Area Map, liquefaction potential in the vicinity of the proposed project site is considered high (ABAG 2016). The District conducted a desktop geotechnical study of the proposed project area and engineers designed the proposed project to accommodate conditions identified in the study.

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death due to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

The proposed site is located within the region associated with the San Andreas Fault System and the Hayward and Calaveras fault zones. The Calaveras Fault, the closest fault to the proposed project area, is delineated on the Alquist-Priolo Earthquake Fault Zoning Map. The Pleasanton General Plan shows the project area within a quadrant for High susceptibility to seismic shaking. As such the proposed project could experience very strong to violent shaking in the event of a major earthquake along one of these faults or along an adjacent fault trace. However, the proposed project would not expose people or habitable structures to potential substantial adverse effects due to rupture of a known earthquake fault, seismic groundshaking, liquefaction, or landslides because the project site is relatively flat and project design has been designed to Federal and State building standards, including all current seismic codes, thereby reducing all potential hazards from seismic groundshaking, liquefaction or landslides to less than significant. **No Impact.**

b) Result in substantial soil erosion or the loss of topsoil.

Construction activities involving soil disturbance, such as excavation, stockpiling, and grading could result in increased erosion. However, substantial erosion is considered unlikely because of the relatively small amount of excavation required during construction of the proposed project (approximately 0.5 acres disturbed).

Construction activities of one acre or more are subject to the permitting requirements of the NPDES General Permit for Discharges of Storm Water Runoff Associated with Construction Activity (General Permit). The estimated area of ground disturbance during construction of the proposed project is less than 0.5 acres; however, the District will require the construction contractor to prepare a SWPPP. BMPs (Table 1) will also be implemented during construction to control and minimize the potential contribution of pollutants to stormwater runoff from these areas. **Less than significant.**

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

Implementation of the proposed project would decrease vulnerability and risk of failure of the pipeline and increase reliability of the system during normal operations as well as during storm and flood events. The

proposed project alignment would not affect the stability of the geologic unit or soil or result in on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. **Less than significant.**

d) Be located on expansive soil, as defined in Table 181-B of the Uniform Building Code (1994), creating substantial risks to life or property.

The project alignment may include expansive soils, but with proper engineering, the construction and operation of the pipeline is not expected to result in any significant adverse short- or long-term impacts related to geology, soils or seismicity and there would be no substantial risk to life or property. **Less than significant.**

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

No septic tanks are proposed for the proposed project. **No impact.**

E8. HAZARDS AND HAZARDOUS MATERIALS

Environmental Factors and Focused Questions for Determination of Environmental Impact	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter mile of an existing or proposed school.				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 ("Cortese List," prepared by the California Integrated Waste Management Board) and, as a result, would it create a significant hazard to the public or the environment.				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area.				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area.				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.			X	
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.				X

Would the Project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The proposed project would not create a significant hazard to the public or the environment. No routine transportation or disposal of hazardous materials is proposed. However, during construction, fuel would be used at the project site and re-fueling may occur within the limits of the staging areas. Implementation of the project-wide BMPs (Table 1) by the construction contractor would ensure impacts from hazardous materials are **less than significant**.

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

Construction activities would involve the use of certain potentially hazardous materials such as fuels as described above, and possibly paints (to re-stripe streets), resins during CIPP process and other solvents. These materials would be used according to manufacturer's specifications and would be contained within vessels engineered for safe storage. Storage of large quantities of these materials at the construction site is not anticipated. The District will require their construction contractor to prepare a Health and Safety Plan that includes a project-specific contingency plan for hazardous materials and waste operations before construction activities can begin. Preparation and implementation of the Health and Safety Plan would ensure impacts from hazardous materials releases are **less than significant**.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter mile of an existing or proposed school?

The proposed project is not located within one-quarter mile of an existing or proposed school. **No impact** would occur.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 ("Cortese List," prepared by the California Integrated Waste Management Board) and, as a result, would it create a significant hazard to the public or the environment?

The proposed project is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, which is DTSC's Hazardous Waste and Substances Site List (Cortese List) (California Department of Toxic Substances Control, 2016) and would not create a significant hazard to the public or the environment. Three other confirmed hazardous waste sites, all leaking underground fuel tanks (LUFT), have been identified in the proposed project vicinity along Johnson Drive, at 7132 Johnson Drive, 7240 Johnson Drive and 7280 Johnson Drive (Zone 7 Water Agency 2006).

The proposed project would not encounter any known hazardous materials sites. Zone 7 has conducted sediment sampling and testing at various sites within the streams and channels under their jurisdiction. Sampling was done in 2001 and 2003 at sites upstream of the project site. The Zone 7 reports concluded that based on the results for Total Recoverable Petroleum Hydrocarbons, Volatile Organic Compounds, Semi-Volatile

Organic Compounds and metals, no constituent was detected in the samples that would prevent the material from being considered non-hazardous, non-designated waste that could be accepted by an appropriate disposal facility.

As described under b) above, the District will require their construction contractor prepare and submit a Health and Safety Plan, with specific provisions to protect both workers and the public during construction. **No impact.**

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

The proposed project is not located within two miles of a public airport or public use airport. The Livermore Municipal Airport is approximately six (6) miles for the project location, however the proposed project is not located within the airport approach zones, therefore the project would not interfere with airport operations. **No impact.**

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

The proposed project is not located within the vicinity of a private airstrip, and therefore would not result in a safety hazard. **No impact.**

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The proposed project would not be expected to interfere with an emergency response plan or emergency evacuation plan. The District would require their construction contractor develop and implement a traffic management plan (detail provided under Transportation and Traffic) that ensures any temporary street obstruction would be subject to all emergency access standards and requirements. **Less than significant.**

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The proposed project is located in a primarily urban setting. The project is not located within a Moderate Hazard Area as recorded on the Wild Fire Risk Areas Map in the City of Pleasanton General Plan. Therefore, the project is not expected to create hazardous fire conditions and would not increase wildfire potential, nor would it expose people to wildfire risks. **No impact.**

E9. HYDROLOGY AND WATER QUALITY

Environmental Factors and Focused Questions for Determination of Environmental Impact	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Violate any water quality standards or waste discharge requirements.			X	
b) 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.				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site.				X
d) 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, which would result in flooding on- or off-site.				X
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.			X	
f) Otherwise substantially degrade water quality.			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.				X
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows.				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.				X
j) Inundation by seiche, tsunami, or mudflow.				X

Comments:

The proposed project alignment is within the northern portion of the Alameda Creek watershed, which experiences highly variable annual runoff and is subject to periodic droughts. Alamo Canal is a flood-control channel that flows to the southeast in the watershed. The channel originates north of I-580 as Alamo Creek, which drains Dougherty Valley. Alamo Creek becomes Alamo Canal in the vicinity of Dublin Boulevard. Water drains to the canal from creeks to the west, including Dublin Creek, and from South San Ramon Creek to the north, which connects to the canal near Dublin Boulevard. Alamo Canal flows into the Arroyo de la Laguna near the southwest border of the City of Pleasanton. The Project site is located within Reach 9 of the Zone 7 Stream Management Master Plan (SMMP) (Zone 7 Water Agency 2006) and is identified more specifically as F-30 Alamo Canal.

SMMP Reach 9 includes Alamo Canal and a number of tributaries draining into Alamo Canal (Line G-1-1, Lines F-4 and F-6, Alamo Creek, South San Ramon Creek, and Lines J-1 to J-5). Flood issues are limited in Reach 9, however, erosion and sedimentation issues are present in Reach 9. Notable areas for erosion and sedimentation include Alamo Canal and South San Ramon Creek near its confluence with Alamo Creek. South San Ramon Creek is an area of erosion that carries sediment downstream where it is deposited in Alamo Canal.

Would the Project:

a) Violate any water quality standards or waste discharge requirements?

No excavation would occur within the Alamo Canal flood control channel. Implementation of project-wide BMPs will minimize potential water quality impacts during construction and will ensure that the proposed project does not violate water quality standards. **Less than significant.**

b) 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?

The proposed project would not deplete groundwater supplies or interfere substantially with groundwater recharge. **No impact** to ground water would occur with project implementation.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.

The proposed project would rehabilitate an existing underground sewer pipeline and would not substantially alter the existing drainage pattern of the surrounding area in a manner that would result in erosion or siltation either on the project site or at subsequent off-site locations. **No impact** is anticipated.

d) 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 which would result in flooding on- or off-site?

The proposed project location is completely paved and developed and construction activities involve minimal ground disturbance (less than 0.5-acre) within existing roadways. The proposed project would not add additional impervious surface to the area and would not substantially alter existing drainage patterns in the vicinity. The project would not increase the rate or amount of surface runoff to result in flooding either on or off-site. **No impact** would occur with project implementation.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

The proposed project would not create or contribute runoff water that could exceed the capacity of existing or planned drainage systems. As described in a), implementation of project-wide BMPs described in Table 1, would minimize potential water quality impacts during construction. **Less than significant.**

f) Otherwise substantially degrade water quality?

The District would require construction contractor to implement the BMPs provided in Table 1, which would guide the management and operation of construction sites to control and minimize the potential contribution of pollutants to stormwater runoff from these areas. The use of standard erosion control techniques during project construction activities would reduce the potential for any water quality impacts to a **less than significant**.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Although the proposed project alignment is located within the 100-year floodplain as defined by the Federal Emergency Management Agency (FEMA), the project does not propose the construction of any housing. Therefore, **no impact** to housing would occur with project implementation.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

The proposed project does not include the construction of any structures which would impede or redirect flood flows. **No impact** would occur with project implementation.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

The proposed project would not increase the risk of flooding and would not lead to the failure of a levee or dam. **No impact** would occur.

j) Inundation by seiche, tsunami, or mudflow?

The proposed project alignment area is not subject to seiches, tsunamis, or mudflows, and **no impacts** are anticipated.

E10. LAND USE AND PLANNING

Environmental Factors and Focused Questions for Determination of Environmental Impact	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Physically divide an established community.				X
b) 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, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.			X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan.				X

Comments:

The proposed project is located within the City of Dublin and City of Pleasanton urban service areas and is within Alameda County. The project is subject to the Alameda County General Plan (Alameda County 2014) as both Dublin and Pleasanton fall under this jurisdiction. The region and surrounding land use consists primarily of residential, commercial and industrial use and is located in a mostly built and developed area. The project site is located within the Alameda Creek Watershed and has a large artificial canal in the project area, Alamo Canal. The proposed project is not located in an area that has an existing Habitat Conservation Plan, but does fall under the City of Dublin and East Alameda county joint Conservation Strategy intended to develop long-term programs to mitigate impacts and to balance the needs of the community.

Policy 1 of the City of Pleasanton's General Plan "restrict[s] development in areas prone to seismic safety hazards." Additionally, Program 1.3 prohibits "construction of facilities and systems vital to the public health and safety (e.g., water facilities, fire stations, hospitals, communication facilities, etc.) within the Alquist Priolo Earthquake Fault Zones.

Would the Project:

a) Physically divide an established community.

The proposed project consists of sewer pipeline rehabilitation and a temporary bypass system and does not include any element that would physically divide an established community. **No impact.**

b) 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, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

The proposed project is not within the Calaveras Fault Alquist Priolo Earthquake fault zone, although it runs adjacent to it; therefore, the proposed project would not be inconsistent with Program 1.3 of the City of Pleasanton's General Plan. The proposed project would not conflict with the City of Dublin and East Alameda County Conservation strategy or with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The project would not conflict with any other local land use polices or ordinances. **Less than significant.**

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

The proposed project would not conflict with any applicable habitat conservation plan or natural community conservation plan. **No impact.**

E11. MINERAL RESOURCES

Environmental Factors and Focused Questions for Determination of Environmental Impact	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.				X

Would the Project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

According to the California Division of Mines and Geology Mineral Land Classification Map, the Project site is located in an area known to contain mineral deposits (i.e. sand, gravel, and crushed stone), but the significance cannot be determined from available data. The proposed project lies outside of the City of Pleasanton's designated sand and gravel harvesting area. Furthermore, the proposed project is located in a developed area that is not consistent with the harvesting of mineral resources. Therefore, the Project would not result in the loss of a known mineral resource. **No impact.**

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

The proposed project is within an area that is already developed and would not result in the loss of availability of any locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Therefore, **no impact** would occur.

E12. NOISE

Environmental Factors and Focused Questions for Determination of Environmental Impact	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) 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.			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.				X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.		X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.				X

Comments:

The City of Dublin has not adopted standards in the General Plan or noise ordinance applicable to the proposed project. The City of Pleasanton has not adopted standards in the General Plan applicable to the proposed project. Section 9.04.100 of the Municipal Code establishes noise standards for construction equipment. Construction noise is acceptable if construction occurs within the allowable hours, and, either 1) no individual piece of construction equipment shall produce a noise level exceeding 83 dBA measured at distance of 25 feet, or 2) the noise level at any point outside of the property plane of the project shall not exceed 86 dBA. Construction equipment used for the project would include forklifts for pipeline material handling, backhoes for excavation, several diesel-powered pumps and a generator, vacuum and pipeline inspection trucks, boiler trucks for preparation and installation of the CIPP liner, a paver, sweeper and roller to restore the pavement after construction. Noise levels produced by individual pieces of construction equipment are shown below in Table NOISE-1. Appendix C of this document provides a Noise and Vibration Assessment for the proposed project, prepared by Illingworth and Rodkin in February 2017.

Table NOISE-1. Typical Construction Equipment Noise Levels (Adjusted to 25 Feet)

Equipment	Noise Level (dBA)
Backhoe[a]	84
Forklift[a]	82
Dump Truck[a]	82
Pump – Engine (with noise attenuation)[b]	71
Paver[a]	83
Roller[a]	86
Sweeper[a]	88
Generator (with noise attenuation)[b]	60

[a] Roadway Construction Noise Model Users Guide, Federal Highway Administration, January 2006.
[b] Manufacturer's Data: Pump – Generator based on Baker Corp 18 inch pump size, generator based on Multiquip Silent Diesel Generator - 11 kVA, 11 kW, 120/240V, 1-Phase portable generator.

Construction of Bypass Pipe and Pipeline Repair

Construction of the proposed project is anticipated to occur from early June through September, 2017. It is estimated that construction will take about 120 days (6 weeks to install bypass pipeline and 10 weeks for CIPP). The work would occur during normal daytime hours. Construction equipment used for construction of the bypass and repair of the existing pipeline would include trucks to deliver the material, forklifts for pipeline material handling, backhoes for excavation, vacuum and pipeline inspection trucks, boiler trucks for preparation and installation of the CIPP liner, and a paver, sweeper and roller to restore the pavement after construction. This would be a linear construction process that would work its way along the pipeline route. Excavation using a backhoe would be necessary at street intersections and driveways. Otherwise, the bypass pipe would lay on the surface of the ground. Noise levels produced by the individual pieces of construction equipment are depicted above in Table NOISE-1.

The duration of exposure at any given noise-sensitive receptor is considered to determine the impact's significance. For purposes of this analysis, temporary exposure to noise during the daytime would be considered to result in a less-than-significant impact if it is for short durations of two weeks or less, even if the noise is above the thresholds discussed herein, which is based on the reasonable assumption that most people would expect and accept short-term noise associated with a nearby public works construction project in the public right-of-way assuming BMPs.

The following BMPs would be implemented by construction contractor:

- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Unnecessary idling of internal combustion engines should be strictly prohibited.

- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used such that noise is deadened at a distance of 75 feet. Any enclosure openings or venting shall face away from sensitive receptors.
- Utilize "quiet" air compressors and portable electric generators and other stationary noise sources where technology exists.
- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
- The District will designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.
- For this project, the duration of the exposure from these construction activities at any noise sensitive receptor is expected to be one to three days during the construction of the bypass pipe, one to three days during the CIPP process, and one to three days to remove the pipe and repair the street.

Temporary Bypass Pump Noise

The bypass pipeline would extend from north of the intersection of Tamarack Drive and Village Parkway in the City of Dublin to the WWTP in the City of Pleasanton. There are eleven locations where temporary bypass pumps are required to pump the upstream flow around the pipelines to be rehabilitated. Figure 2 summarizes the locations of the bypass pumps. Four proposed pump locations in the northern portions of the project area are surrounded by residential land uses. Land uses in the southern portion of the project area are mixed, with commercial, medical, and hotel land uses.

There are two different types of pump packages proposed as part of the temporary bypass. Package 1 would include two pairs of pumps, one pair of 18-inch pumps to be used during high flows and the other pair of two 6-inch pumps during low flows. Each pair is composed of one pump in operation and one standby to provide reliability in the bypass system. Package 2 includes two 6-inch pumps, one used for 24-hour operation and one for standby. The pump on duty will run 24 hours a day until flow can be reinstated in the rehabilitated pipelines.

Would the Project:

a) 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.

Noise produced by several pieces of construction equipment associated with the project could exceed the allowable noise limit of 83 dBA at a distance of 25 feet from the equipment. Because the project is at the edge of the public right-of-way the equipment would be operating adjacent to the property plane. Noise levels would also exceed the 86 dBA noise limit at locations outside the property plane. The construction equipment that could exceed the noise limit is associated with the street work and pipe re-lining. These activities would only

occur during the daytime and would only expose a particular residence or business to elevated noise for several days, typical of any utility work. While it is likely there will be equipment that produces noise in excess of the limits set forth in the ordinance, the environmental impact is less than significant, given the short-term nature of the work. The District would request an Exemption Permit to Section 9.04.100 from the City, pursuant to Section 9.04.110 of the Municipal Code. **Less than significant.**

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

Construction equipment generates vibration in the ground when heavy equipment or impact tools are used. For structural damage, Caltrans recommends a vibration limit of 0.5 in/sec PPV for buildings structurally sound and designed to modern engineering standards, 0.3 in/sec PPV for buildings that are found to be structurally sound but where structural damage is a major concern, and a conservative limit of 0.08 in/sec PPV for ancient buildings or buildings that are documented to be structurally weakened. No ancient buildings or buildings that are documented to be structurally weakened adjoin the project site. Conservatively, ground-borne vibration levels exceeding 0.3 in/sec PPV would have the potential to result in a significant vibration impact.

Table NOISE-2 presents typical vibration levels that could be expected from construction equipment at a distance of 25 feet.

Table NOISE-2. Vibration Source Levels for Construction Equipment

Equipment		PPV at 25 ft. (in/sec)	Approximate L_v at 25 ft. (VdB)
Pile Driver (Impact)	upper range	1.158	112
	typical	0.644	104
Pile Driver (Sonic)	upper range	0.734	105
	typical	0.170	93
Clam shovel drop		0.202	94
Hydromill (slurry wall)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large bulldozer		0.089	87
Caisson drilling		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

Source: Transit Noise and Vibration Impact Assessment, United States Department of Transportation, Office of Planning and Environment, Federal Transit Administration, May 2006.

The use of a backhoe to dig trenches is the only piece of equipment with the potential to generate perceptible vibration outside of the work area. A backhoe digging a trench in the street generates a vibration level of less than 0.1 in/sec PPV at a distance of 25 feet. No structures are located within 25 feet of the work so structures would be exposed to vibration levels less than .1 in/sec PPV, below the 0.3 in/sec PPV threshold. **Less than significant.**

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

The project would not include any permanent sources of community noise. **No impact**.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

For construction noise, the potential for noise impacts was assessed by considering several factors, including the proximity of project-related noise sources to noise-sensitive land uses (i.e., "sensitive receptors"), typical noise levels associated with construction equipment, the potential for construction noise levels to interfere with daytime and nighttime activities, the duration that sensitive receptors would be affected, and whether proposed project activities would occur outside the construction time limits or noise limits established in local ordinances.

For temporary construction noise, a "substantial" noise increase can be defined as an increase in noise levels which cause interference with activities normally associated with established nearby land uses during the day and/or night. As documented by the existing noise survey prepared for this analysis (Appendix C), the existing daytime noise environment in some project areas exceeds 60 dBA L_{eq}. In some areas, the existing nighttime noise environment exceeds 50 dBA L_{eq}, and in residential areas in the vicinity of the project, the nighttime background noise is typically in the range from 50 to 55 dBA L_{90}, resulting primarily from the freeways and major arterials in the area. One indicator that noise could interfere with daytime activities normally associated with residential land uses would be speech interference; whereas an indicator that noise could interfere with nighttime activities normally associated with residential uses would be sleep interference.

Speech interference is an indicator of an impact on daytime and evening activities typically associated with residential land uses, but which is also applicable to other similar land uses that are sensitive to excessive noise levels. A speech interference criterion, in the context of impact duration and time of day, is therefore used to identify substantial increases in ambient noise levels.

Noise generated by construction equipment could result in speech interference in adjacent buildings if the noise level in the interior of the building exceeds 45 to 60 dBA.[2] A typical building can reduce noise levels by 25 dBA

[2] For indoor noise environments, the highest noise level that permits relaxed conversation with 100 percent intelligibility throughout the room is 45 dBA. Speech interference is considered to become intolerable when normal conversation is precluded at 3 feet, which occurs when background noise levels

with the windows closed (U.S. EPA 1974). This noise reduction could be maintained on a temporary basis given the intermittent nature of the work. Assuming a 25 dBA reduction with the windows closed, an exterior noise level of 70 dBA (L_{eq}) at an adjacent building would maintain an acceptable interior noise environment of 45 dBA.

For purposes of this analysis, temporary exposure to noise during the daytime is generally not considered significant if it is for short durations of two weeks or less, even if the noise is above the thresholds discussed herein, which is based on the reasonable assumption that most people would expect and accept short-term noise associated with a nearby public works construction project in the public right-of-way.

Based on available sleep criteria data, an interior nighttime level of 35 dBA is considered acceptable (U.S. EPA 1974). Assuming a 25 dBA reduction with the windows closed, an exterior noise level of 60 dBA at an adjacent building would maintain an acceptable interior noise environment of 35 dBA. With windows open, a typical house achieves an approximately 15-dBA outdoor to indoor reduction, and, therefore, an exterior noise level of 50 dBA (L_{eq}) would be required to maintain an acceptable interior noise environment of 35 dBA. Given the existing background noise levels in the residential areas in the vicinity of the project an exterior level of 55 dBA L_{eq} is an appropriate noise limit for nighttime construction noise.

Impact NOISE-1: As discussed previously, a noise impact would occur at a residence if the exterior pump noise level would exceed 55 dBA. A noise impact would occur at non-residential land uses if the exterior pump noise would exceed 70 dBA. Exterior noise levels were calculated at the nearest receptor, where noise exposure would be the highest at each proposed bypass pump location. The results are summarized in Table NOISE-2. Noise levels at the southern pump locations were calculated to be below the noise limits. The noise levels at residences in close proximity to northern pump locations are calculated to exceed the noise limit. Nearby receptors in the adjacent areas in all directions would also be exposed to noise levels that would exceed the noise level limit. **Implementation of *Mitigation Measure NOISE-1* would reduce this potential impact to less than significant with mitigation.**

Mitigation Measure NOISE-1: Install Temporary Noise Barriers.

Temporary noise barriers shall be installed at the four proposed pump locations in the northern portion of the project area. *The noise barrier will be implemented when dB levels in residential areas are 55 or higher at 25 feet from the existing pumps*. The barriers shall fully enclose the pumps and generator at each location and shall be located as close to the equipment as possible while also allowing for adequate ventilation. The barriers shall be both sound absorbing and sound blocking. The design of this measure is based on the use of quilted noise control blankets that have a Noise Reduction Coefficient (NRC) rating of at least 0.70 and Sound Transmission Class (STC) rating of at least 27. Each pump location was analyzed based on the pump packages being considered at the time of the preparation of this analysis. It was determined that a 12 foot high barrier was required. To be

exceed 60 dBA. For outdoor environments, the highest noise level that permits normal conversation at 3 feet with 95 percent sentence intelligibility is 66 dBA (U.S. EPA 1974).

effective there can be no cracks or gaps in the face of the barrier and at the ground. Sections of the quilted blankets are typically joined together with Velcro on overlapping flaps to seal the cracks in the face and the blankets are attached to the base of the temporary supporting structure that is sealed at the ground with dirt or gravel. The final design of the noise barriers should be confirmed when equipment selections and locations have been finalized.

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

The proposed project is not located within two miles of a public airport or public use airport. The Livermore Municipal Airport is approximately 6 miles for the project location. The proposed project is not located within an airport land use plan. **No impact.**

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

The proposed project is not located within the vicinity of a private airstrip, and therefore would not result in excessive noise levels. **No impact.**

E13. POPULATION AND HOUSING

Environmental Factors and Focused Questions for Determination of Environmental Impact	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).				X
b) Displace substantial numbers of existing housing, units, necessitating the construction of replacement housing elsewhere.				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.				X

Would the Project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The proposed project would not induce substantial population growth in an area because the project does not propose any physical or regulatory change that would remove a restriction to or encourage population growth in an area. The project proposes only to replace a portion of existing sewer pipeline and would not induce population growth. **No impact**.

b) Displace substantial numbers of existing housing, units, necessitating the construction of replacement housing elsewhere?

The proposed project would not displace any existing housing or necessitate the construction of replacement housing elsewhere. **No impact**.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The proposed project would not displace a substantial number of people since the project would replace a portion of existing sewer pipeline. **No impact**.

E14. PUBLIC SERVICES

Environmental Factors and Focused Questions for Determination of Environmental Impact	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
i) Fire protection.				X
ii) Police protection.				X
iii) Schools.				X
iv) Parks.				X
v) Other public facilities.				X

Would the Project:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services: i) fire protection; ii) police protection; iii) schools; iv) parks; or v) other public facilities?

The proposed project would rehabilitate a sewer pipeline. As such, construction and operation of the project would not induce growth but would repair infrastructure to maintain existing public services. Therefore, no physical or environmental impacts associated with the provision of new or altered governmental facilities would result. **No impact**.

E15. RECREATION

Environmental Factors and Focused Questions for Determination of Environmental Impact	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) 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.		X		
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.				X

Would the Project:

a) 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?

Impact REC-1:

Alamo Canal Regional Trail in Dublin and Centennial Trail in Pleasanton provide recreational facilities to the general public. Construction of the proposed project would temporarily impact users of these two trails. The bypass pipeline maybe situated on or adjacent to these trails for up to 10 weeks. Trails would be accessible during rehabilitation however; users of the trail system may be re-routed during installation and removal of the bypass pipeline (for a maximum duration of two non-consecutive days). Implementation of Mitigation Measure REC-1 would ensure that this potential impact be reduced to **less than significant with mitigation**.

Mitigation Measure REC-1: Provide Trail Users with Clear Re-Route / Detour Options During Construction.

The District and their contractors will coordinate with local traffic and recreational districts to minimize disturbance to the public trail from installation and removal of the bypass pipeline on, or adjacent to, Alamo Canal Regional Trail and Centennial Trail. Appropriate signage, pedestrian/user management, and detours will be provided by the contractor, and a haul route will be designated and clearly marked.

b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The proposed project does not propose the expansion or construction of additional recreational facilities. **No impact** would occur.

E16. TRANSPORTATION AND TRAFFIC

Environmental Factors and Focused Questions for Determination of Environmental Impact	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Exceed the capacity of the existing circulation system, based on applicable measures of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including but not limited to, level of service standards and travel demand measures and other standards established by the county congestion management agency for designated roads or highways		X		
c) 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.				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).		X		
e) Result in inadequate emergency access.			X	
f) Result in inadequate parking capacity.				X
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).				X

Would the Project:

a) Exceed the capacity of the existing circulation system, based on applicable measures of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

There would be no permanent increase in traffic as a result of the proposed project. Traffic- generating construction activities related to project construction would consist of daily arrival and departure of construction workers at the site and trucks hauling equipment and materials to and from the project site.

Construction equipment used during project construction would include backhoes, front-end loaders, dump trucks, flatbed delivery trucks, cranes, resin trucks, water trucks, concrete trucks, and paving equipment.

Under Option 1 (Figure 3) the proposed bypass would cross Alamo Canal Regional Trail in the vicinity of the City of Dublin. Construction activity can take place while keeping access to this public trail available and open during at all times.

Construction-generated traffic would be temporary and would therefore not result in any exceedance of the capacity of existing circulation systems as designated in any general plan or ordinance. Temporary impacts to traffic would not be substantial and would therefore be **less than significant**.

b) Conflict with an applicable congestion management program, including but not limited to, level of service standards and travel demand measures and other standards established by the county congestion management agency for designated roads or highways?

Project construction would generate off-site construction worker vehicle round trips and many off-site construction and equipment truck round trips per day. There would be some limited trenching required to remove portions of the pipe which would generate fill that would need to be removed and replaced via truck. These project-generated trips would not be substantial relative to background traffic conditions on all roadways in the surrounding affected areas, and would fall within the daily fluctuations for traffic volumes for these roadways. Therefore, this short-term increase in vehicle tips would not significantly affect level of service and traffic flow on roadways.

Level of service standards for roadways as designated by a county Congestion Management Plan (CMP) are intended to regulate long-term traffic increases from operation of new developments and do not apply to the short-term traffic related to construction projects. As such, the proposed project would not exceed any level of service standard established by the applicable Congestion Management Agency for designated CMP roadways.

Proposed construction hours would be between 8:00 a.m. and 5:00 p.m. Monday through Friday to be consistent with local municipal codes. District would obtain all necessary local road encroachment permits prior to construction and would comply with all the applicable conditions of approval.

Impact TRAFFIC- 1: Implementation of Mitigation Measures TRAFFIC-1 would ensure potential impacts associated with temporary increases in construction traffic would be mitigated to a less than significant level. **Less than significant with mitigation.**

Mitigation Measure TRAFFIC-1: Prepare a Traffic Control Plan Prior to Construction.

The City of Pleasanton requires that a traffic control plan be submitted with an encroachment permit application. In compliance with this requirement, the District would require their construction contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. The traffic control plan shall be submitted to the City of Pleasanton for review and approval prior to construction.

c) 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?

As discussed in Hazards and Hazardous Materials, the proposed project is more than 2 miles from the Livermore Municipal Airport. The proposed project would not include any aboveground structures and therefore there would be no impact to air traffic levels or any change in location that would result in safety risks as a result of project implementation. **No impact**.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The proposed project would not change the design or alignment of nearby roadways and would not introduce vehicles that are not already travelling on area roads. However, during construction, heavy equipment operating adjacent to or within a road right-of-way would increase the risk of some traffic related accidents. Construction equipment and trucks on the project area roadways would interact with other vehicles and additionally potential conflicts could occur between construction traffic and bicyclists and pedestrians. **Implementation of mitigation measures REC-1 and TRAFFIC-1 would reduce this potential impact to less than significant with mitigation.**

e) Result in inadequate emergency access?

Similar to d) above, the construction contractor would establish methods for maintaining traffic flow in the proposed project vicinity and minimizing disruption to emergency vehicle access to land uses adjacent to the site. Implementation of mitigation measure TRAFFIC-1 would ensure potential impacts associated with temporary effects on emergency access would be reduced to **less than significant with mitigation**.

f) Result in inadequate parking capacity?

Access to the site by the workers would be along Village Parkway, Johnson Road, and existing Alamo Canal access roads. Staging of most construction equipment and construction worker parking would be located at two staging areas (Figure 2). The northern most staging area is located in the southwest corner side of the intersection of Village Parkway and Dublin Boulevard and is owned by Lange-Hilde Investors 2, LLP. The southern staging area is located off of Johnston Road, northeast of the I-680 and Stoneridge Drive interchange. The proposed project would create limited new temporary parking demand for construction workers and construction vehicles; however, the proposed project would not generate a substantial number of construction workers. No on-street parking would be disrupted. Therefore, **no impact** to parking availability would occur with project implementation.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

The proposed project would have no lasting impact on demand for alternative transportation or on alternative transportation facilities and would not conflict with adopted policies supporting alternative transportation

because the proposed project would not generate an increase in traffic (see items a, b above). **No impact** would occur.

E17. UTILITIES AND SERVICE SYSTEMS

Environmental Factors and Focused Questions for Determination of Environmental Impact	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. .				X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.				X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.				X
e) Result in a determination by the wastewater treatment provider, which 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.				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste.				X

Would the Project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The proposed project is limited to the rehabilitation of a sewer pipeline. Therefore, implementation of the proposed project would not result in any exceedance of wastewater treatment requirements. **No impact.**

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

As stated above the proposed project would not result in exceeding wastewater treatment requirements and therefore would not result in the need for construction of new water or wastewater treatment facilities or expansion of existing facilities. **No impact.**

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The proposed project would not result in an increased amount of impervious surface area and would not increase the need for off-site stormwater facilities. Therefore, the proposed project would not require the construction or expansion of storm water drainage facilities. **No impact.**

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

The proposed project does not require water entitlements and therefore, **no impacts** would occur with project implementation.

e) Result in a determination by the wastewater treatment provider, which 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?

The proposed project is limited to the rehabilitation of an existing sewer pipeline and would not result in an increase of wastewater delivered to the WWTP. The proposed project would provide better protection of the sewer pipeline from flood damage resulting in a beneficial impact to this public utility. **No impact**.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Solid waste generation would be limited to waste from construction and would not affect available solid waste disposal capacity in the region. No long-term solid waste generation would be associated with the proposed project. **Less than significant.**

g) Comply with federal, state, and local statutes and regulations related to solid waste?

The proposed project and project contractor would be required to comply with all pertinent regulations regarding the disposal of solid waste generated by construction activities. **No impact**.

E18. MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Factors and Focused Questions for Determination of Environmental Impact	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major Periods of California history or prehistory?			X	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Would the Project:

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

During construction activities, the proposed project has the potential to adversely affect the environmental resources in the vicinity of the project. However, all potentially significant impacts would be reduced to a less-than-significant level with the mitigation measures described in the resource sections of this Mitigated Negative Declaration. No long-term impacts were identified and construction and operation of the proposed project would not permanently degrade the quality of the environment. **Less than significant.**

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection

with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

CEQA Guidelines (Section 15355[b]) define cumulative impacts as those resulting from closely related past, present, and reasonably foreseeable projects. CEQA Guidelines (Section 15125[a]) also define the analytical baseline as the conditions on the ground at the time that the Initial Study is prepared. Impacts of past projects are generally considered as part of these baseline conditions.

The proposed project could potentially contribute to cumulative impacts in conjunction with other projects in the area, including the Dublin Boulevard widening project (from Dougherty Road to Sierra Court) and construction of the Dublin Public Safety Complex. These projects, while in the same region, would be held to the same environmental impact evaluation and compliance regulations as the proposed project. Temporary (construction-generated) impacts to air quality, biological resources, cultural resources, noise, recreational resources and traffic for all three projects, would be fully mitigated through measures identified in respective environmental compliance documents. With implementation of standard and project-specific mitigation as described in this IS/MND, the proposed project would not result in additional cumulative impacts. **Less than significant.**

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

In general, construction sites present many hazards that have the potential to adversely affect human beings either through impaired air quality, construction noise and vibration or traffic impacts. These hazards are temporary, lasting only for the duration of project construction activities. Rehabilitation of the sewer pipeline would result in improved environmental conditions overall. To mitigate for the potential short-term impacts which may cause a substantial adverse effects on human beings, the District has committed to implementation project-wide BMPs and resource-specific, mitigation measures. **Less than significant.**

F. SOURCES

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Appendix A

Table A-1. Special Status Plant Species with Potential to Occur in the Dublin Trunk Sewer Rehabilitation Project Area

Species Name	Common Name	Federal, State, & CNPS Listing[1]	Habitat Preferences & Distribution Information	Flowering Phenology/ Life Form	Habitat Suitability & Local Distribution	Potential For Occurrence
Amsinckia grandiflora	Large-flowered fiddleneck	FE, SE, 1B.1	Occurs in primarily non-native annual grassland habitats.	March- May Annual herb	Marginally suitable habitat is present within the project area, however no known records occur within one mile of the proposed project alignment.	Not Expected
Chloropyron palmatum	Palmate-bracted salty bird's-beak	FE, SE, 1B.1	Found in Alkali wetland and alkali sinks.	May- October Annual herb (hemiparasitic)	No suitable wetland or alkali vegetation associations present.	Not Expected
Lasthenia conjugens	Contra Costa goldfields	FE, 1B.1	Occurs in alkali wetlands and sinks, non-native annual grasslands, and vernal pool habitats.	March- June Annual herb	No suitable wetland or alkali vegetation associations present.	Not Expected
Suaeda californica	California seablite	FE, 1B.1	Found in coastal salt landscapes.	July- October Perennial evergreen shrub	No suitable coastal habitat or vegetation associations present within the proposed project alignment area.	None
California Native Plant Society Listed and Locally Rare Species						
Anomobryum julaceum	Slender silver moss	4.2	Found in broad-leafed upland forest, lower montane coniferous forest, and North Coast coniferous forests.	N/A moss	No suitable habitat or vegetation associations to support this species present within the proposed project alignment area.	None

Species Name	Common Name	Federal, State, & CNPS Listing[1]	Habitat Preferences & Distribution Information	Flowering Phenology/ Life Form	Habitat Suitability & Local Distribution	Potential For Occurrence
Arctostaphylos auriculata	Mt. Diablo manzanita	1B.3	Occurs in chaparral habitats with sandstone, and Cismontane woodlands.	January- March Perennial evergreen shrub	No suitable habitat or vegetation associations to support this species present within the proposed project alignment area.	None
Arctostaphylos manzanita ssp. laevigata	Contra Costa manzanita	1B.2	Occurs in rocky chaparral habitats.	January- April Perennial evergreen shrub	No suitable habitat or vegetation associations to support this species present within the proposed project alignment area.	None
Atriplex depressa	Brittlescale	1B.2	Associated with alkali wetland, sinks, and grasslands, and in vernal pool habitats.	April- October Annual herb	No suitable wetlands or vernal pool habitat present to support this species within the proposed project alignment area.	None
Atriplex minuscula	Lesser saltscale	1B.1	Found in alkali wetland and sinks, valley and foothill grassland.	May- October Annual herb	No suitable vegetation associations present to support this species.	None

Species Name	Common Name	Federal, State, & CNPS Listing[1]	Habitat Preferences & Distribution Information	Flowering Phenology/ Life Form	Habitat Suitability & Local Distribution	Potential For Occurrence
Balsamorhiza macrolepis	Big-scale balsamaroot	1B.2	Valley grassland and Foothill woodland. Occurs on slopes of these habitat communities from 90-1740m elevation.	March-June Perennial herb	No suitable vegetation associations present. No CNDDB (CDFW 2016) records from region.	None
Calochortus pulchellus	Mt. Diablo fairy-lantern	1B.2	Chaparral, Cismontane woodland, riparian woodland, valley, and foothill grassland.	April- June Perennial bulb	No suitable habitat or vegetation associations to support this species present within the proposed project alignment area.	None
Campanula exigua	Chaparral harebell	1B.2	Found in rocky and serpentine chaparral habitats.	May- June Annual herb	No suitable habitat or vegetation associations to support this species present within the proposed project alignment area.	None
Centromadia parryi ssp. congdonii	Congdon's tarplant	1B.2	Valley and foothill grassland. Alkaline soils, sometimes described as heavy white clay. 1-230m.	May-November Annual herb	Potentially suitable vegetation may be present adjacent to alignment and outside project footprint. Nearest CNDDB (CDFW 2016) record lies within the 1-mile buffer around the proposed project alignment.	Not Expected
Clarkia concinna ssp. automixa	Santa Clara red ribbons	4.3	Occurs in chaparral and cismontane woodland. Known from Alameda and Santa Clara counties between 90-1,500m.	May-July Annual herb	No suitable vegetation associations present. No CNDDB (CDFW 2016) records from region.	None

Species Name	Common Name	Federal, State, & CNPS Listing[1]	Habitat Preferences & Distribution Information	Flowering Phenology/ Life Form	Habitat Suitability & Local Distribution	Potential For Occurrence
Delphinium californicum ssp. Interius	Hospital Canyon larkspur	1B.2	Occurs in openings within chaparral habitats, mesic cismontane woodlands, and in coastal scrub.	April- June Perennial herb	No suitable vegetation associations present within the proposed project alignment area.	None
Eriogonum truncatum	Mt. Diablo buckwheat	1B.1	Occurs in sandy, coastal scrub, chaparral and valley and foothill grassland habitats.	April- December Annual herb	No suitable sandy or coastal habitat present to support this species within the proposed project alignment area.	None
Eryngium aristulatum var. hooveri	Hoover's button-celery	1B.1	Occurs in Freshwater wetlands and wetland-riparian communities and vernal pool habitats. 3-45m.	June-August Annual or perennial herb	No suitable vegetation associations present. No CNDDB (CDFW 2016) records from region.	None
Eryngium jepsonii	Jepson's coyote-thistle	1B.2	Found in clay soils in valley and foothill grasslands as well as in vernal pool habitats.	April- August Perennial herb	No suitable vegetation associations present. No CNDDB (CDFW 2016) records from the region.	None

Species Name	Common Name	Federal, State, & CNPS Listing[1]	Habitat Preferences & Distribution Information	Flowering Phenology/ Life Form	Habitat Suitability & Local Distribution	Potential For Occurrence
Extriplex joaquinana	San Joaquin spearscale	1B.2	Occurs in alkali wetlands, sinks and grasslands and is associated with vernal pool habitats.	April- October Annual herb	Potentially suitable vegetation may be present adjacent to alignment and outside project footprint. Nearest CNDDB (CDFW 2016) record is approximately 2 miles from the proposed project alignment.	Not Expected
Fritillaria liliacea	fragrant fritillary	1B.2	Cismontane woodland, coastal prairie, coastal scrub, valley and foothill grassland near the coast, on clay or serpentinite. Known from Alameda, Contra Costa, , Marin, San Benito, Santa Clara, San Francisco, San Mateo, Solano and Sonoma counties between 3-410m.	February-April perennial herb (bulbiferous)	No suitable vegetation associations present. No CNDDB (CDFW 2016) records from region.	None
Helianthella castanea	Diablo helianthella	1B.2	Associated with broad-leafed upland forest, chaparral, and Cismontane woodland habitats. Also, found in coastal scrub, riparian woodland and valley and foothill grasslands.	March- June Perennial herb	No suitable habitat or vegetation associations to support this species present within the proposed project alignment area.	Not Expected
Hesperolinon breweri	Brewer's western flax	1B.2	Found in serpentine soils in Chaparral and Cismontane woodland habitats, associated with valley and foothill grassland regions.	May- June Annual herb	No suitable serpentine soils habitat or vegetation associations to support this species present within the proposed project alignment area.	None
Hoita strobilina	Loma Prieta hoita	1B.1	Chaparral, cismontane woodland, riparian woodland. Serpentine; mesic sites.	May-October perennial herb	No suitable vegetation associations present. No CNDDB (CDFW 2016) records from region.	None

Species Name	Common Name	Federal, State, & CNPS Listing[1]	Habitat Preferences & Distribution Information	Flowering Phenology/ Life Form	Habitat Suitability & Local Distribution	Potential For Occurrence
Juglans hindsii	Northern California black walnut	1B.1	Found in riparian forests and woodlands.	April- May Perennial deciduous tree	Suitable riparian habitat is present adjacent to the proposed project alignment.	Possible
Malacothamnus hallii	Hall's bush-mallow	1B.2	Habitat includes chaparral and coastal scrub land cover.	May- October Perennial evergreen shrub	No suitable habitat or vegetation associations to support this species present within the proposed project alignment area.	None
Monolopia gracilens	Woodland woolythreads	1B.2	Found in serpentine soils in broad-leafed upland forests, chaparral, and cismontane woodland habitats. Also associated with North Coast coniferous forests and valley and foothill grasslands.	February- July Annual herb	No suitable habitat or vegetation associations to support this species present within the proposed project alignment area.	None
Navarretia nigelliformis ssp. radians	Shining narvarretia	1B.2	Found in cismontane woodland, valley and foothill grassland and associated with vernal pool habitats.	March- July Annual herb	No suitable habitat or vegetation associations to support this species present within the proposed project alignment area.	Not Expected
Navarretia prostrata	Prostrate vernal pool navarretia	1B.1	Found in mesic soils and associated with coastal scrub, alkali wetlands, sinks and vernal pool habitats.	April- July Annual herb	No suitable vernal pool or wetlands habitats present to support this species within the proposed project alignment area.	Not Expected

Species Name	Common Name	Federal, State, & CNPS Listing[1]	Habitat Preferences & Distribution Information	Flowering Phenology/ Life Form	Habitat Suitability & Local Distribution	Potential For Occurrence
Phacelia phacelioides	Mt. Diablo phacelia	1B.2	Found in rocky chaparral and cismontane woodland habitats.	April- May Annual herb	No suitable habitat or vegetation associations to support this species present within the proposed project alignment area.	None
Plagiobothrys glaber	Hairless popcornflower	1A	Found in alkali wetlands and sinks and associated with coastal salt environments.	March- May Annual herb	Potentially suitable vegetation may be present adjacent to project alignment but outside project footprint. Nearest CNDDB (CDFW 2016) record lies within the 1-mile buffer around the proposed project alignment.	Not Expected
Polemonium carneum	Oregon polemonium	2B.2	Found in coastal prairie and scrub landscapes and associated with lower montane coniferous forests.	April-September Perennial herb	No suitable coastal habitats present within the proposed project alignment area to support this species.	None
Puccinellia simplex	California alkali grass	1B.2	Occurs in alkaline, vernally mesic soils and in sinks, flats and around lake margins. It is associated with Chenopod scrub, meadows and seeps, valley and foothill grasslands and vernal pool communities. 2-930m	March-May Annual grass	No suitable vegetation associations present. No CNDDB (CDFW 2016) records from region.	None

Species Name	Common Name	Federal, State, & CNPS Listing[1]	Habitat Preferences & Distribution Information	Flowering Phenology/ Life Form	Habitat Suitability & Local Distribution	Potential For Occurrence
Senecio aphanactis	Chaparral ragwort	2B.2	Found in alkaline soils and associated with chaparral, cismontane woodlands, and coastal scrub habitats.	January- May Annual herb	No suitable habitat or vegetation associations to support this species present within the proposed project alignment area.	Not Expected
Streptanthus albidus ssp. peramoenus	most beautiful jewel-flower	1B.2	Chaparral, valley and foothill grassland, cismontane woodland. Serpentine outcrops, on ridges and slopes. 120-730m.	March-October annual herb	No suitable vegetation associations present. No CNDDB (CDFW 2016) records from region.	None
Streptanthus hispidus	Mt. Diablo jewelflower	1B.3	Found in serpentine soils in chaparral, cismontane woodlands and valley and foothill grassland habitats.	March- June Annual herb	No suitable habitat or vegetation associations to support this species present within the proposed project alignment area.	None
Stuckenia filiformis ssp. alpina	Slender-leaved pondweed	2B.2	Associated with marshes and swamps or assorted shallow freshwater habitats.	May- July Perennial rhizomatous herb	No suitable marsh or swamp habitat present to support this species within the proposed project alignment area.	Not Expected
Trifolium hydrophilum	saline clover	1B.2	Marshes and swamps, valley and foothill grassland, vernal pools. Mesic, alkaline sites. 0-300m.	April-June Annual herb	Potentially suitable vegetation may be present. Nearest CNDDB (CDFW 2016) record is approx. 2 miles from the proposed project alignment.	Possible

Species Name	Common Name	Federal, State, & CNPS Listing[1]	Habitat Preferences & Distribution Information	Flowering Phenology/ Life Form	Habitat Suitability & Local Distribution	Potential For Occurrence
Triquetrella californica	Coastal triquetrella	1B.2	Found in coastal bluff scrub habitats.	N/A Moss	No suitable coastal habitat available to support this species within the proposed project alignment area.	None
Tropidocarpum capparideum	Caper-fruited tropidocarpum	1B.1	Found in alkali grassland habitats.	March- April Annual herb	No suitable habitat or vegetation associations to support this species present within the proposed project alignment area.	Not Expected
Viburnum ellipticum	Oval-leaved viburnum	2B.3	Occurs in chaparral, cismontane woodland, and lower montane coniferous forested habitats.	May- June Perennial deciduous shrub	No suitable habitat or vegetation associations to support this species present within the proposed project alignment area.	None

STATUS CODES:

FEDERAL

FE = Listed as Endangered by the USFWS

FT = Listed as Threatened by the USFWS

FC = Candidate for Federal listing

STATE

CE = Listed as Endangered by the State of California

CT = Listed as Threatened by the State of California

CALIFORNIA NATIVE PLANT SOCIETY (CNPS STATUS)

1A – Plants presumed extinct in California
1B – Plants rare, threatened, or endangered in California and elsewhere
2 – Plants rare, threatened, or endangered in California, but more common elsewhere
3 – Plants about which we need more information – a review list
4 – Plants of limited distribution – a watch list

CNPS THREAT CODE EXTENSIONS:

.1 -- Seriously endangered in California.
.2 -- Fairly endangered in California.
.3 -- Not very endangered in California

Table A-2. Special Status Wildlife Species with Potential to Occur in the Dublin Trunk Sewer Rehabilitation Project Area

Scientific Name	Common Name	Listing Status[1]	Habitat Requirements	Habitat Suitability & Local Distribution	Potential for Occurrence
Invertebrates					
Bombus caliginosus	Obscure bumble bee	-	Inhabits open grassy coastal prairies and Coast Range meadows. Nesting occurs underground and above ground in abandon bird nests. These are colonial insects with eusocial behaviors.	Distributed in coastal regions from northern Washington to southern California. No suitable nesting habitat present within the project site.	None
Branchinecta lynchi	Vernal Pool Fairy Shrimp	FT, CH	Inhabit clear to tea-colored freshwater vernal pools in grass or mud bottomed swales, or basalt flow depression pools in unplowed grasslands. Often occur in low densities and rarely co-occur with other brachiopod species.	32 known populations in the Central Valley from Shasta to Tulare counties, and along the Central and South Coast Ranges from Solano to San Benito counties. No known occurrences within 5 miles of the proposed project area.	None
Callophrys mossii bayensis	San Bruno Elfin Butterfly	FE	Coastal bluffs, rocky slopes and ledges. Food plants are stonecrops species (Sedum, Sedella, Dudleya, and Parvisedum) in the Crassulaceae family.	No suitable habitat within the proposed project alignment area.	None
Danaus plexippus pop. 1	monarch butterfly-California overwintering population	-	Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico. Roosts located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby.	No suitable wintering habitat present within the project study area. Species is considered extirpated from Contra Costa and Alameda counties.	None
Efferia antiochi	Antioch efferian robberfly	-	Found in the interior of sand dunes. Robber flies are predaceous on other insects and larvae usually develop in the ground or in rotting wood where they prey upon other insect larvae.	Known from Antioch, Fresno, and Scout Island in the San Joaquin River. No suitable dune habitat for this species is located within the proposed project area.	None
Euphydryas editha bayensis	Bay checkerspot butterfly	FT, CH	Exist on shallow, serpentine-derived soils (i.e. high in magnesium and heavy metals and low in nutrients). The main larvae host plant is the dwarf plantain (*Plantago erecta*).	Occurs in six primary areas including the San Francisco Peninsula, San Mateo county, and four occurrences in Santa Clara county. Historically this species occurred east, west and south of the San Francisco Bay from Twin Peaks in San Francisco and Mount Diablo, south to near Hollister. No suitable associated habitat present to provide host plants within the proposed project area.	None

Scientific Name	Common Name	Listing Status[1]	Habitat Requirements	Habitat Suitability & Local Distribution	Potential for Occurrence
Helminthoglypta nickliniana bridgesi	Bridges' coast range shoulderband	-	Occurs in tall grassland, thistles, weeds, and rock piles. This species has also been found under woody debris near streamside oak woodland habitats.	Range includes Contra Costa and northern Alameda counties. No suitable habitat occurs within the proposed project area and therefore the species is not expected.	Not Expected
Linderiella occidentalis	California linderiella	-	An aquatic crustacean in the Anostroca family smaller than the vernal pool fairy shrimp with distinctive red eyes. Inhabit clear large vernal pools and lakes, but are tolerant of high water temperatures and turbidity. Most common fairy shrimp in the Central Valley.	No suitable vernal pool or lake habitat within the project area. Nearest CNDDB (CDFW 2016) record is approx. 2 miles from the proposed project alignment.	Not Expected
Microcina lumi	Lum's micro-blind harvestman	-	Found under rocks in serpentine grasslands.	Known only from serpentine hillsides near San Leandro, Alameda County. No suitable serpentine habitat within the proposed project area.	None
Fish					
Oncorhynchus mykiss irideus	steelhead - central California coast DPS	FT, CH, NMFS	Spawns in freshwater in areas with suitable spawning gravels; juveniles require cool, clean water, cover, and sufficient dissolved oxygen.	No records from region.	None
Spirinchus thaleichthys	Longfin smelt	FC, ST, CSC	Spawns in low salinity or freshwater reaches of coastal rivers and tributary streams; spawning occurs from January to March typically	Known upstream of Rio Vista on the Sacramento River in the Delta through Suisun Marsh and Suisun Bay; known in San Pablo Bay, San Francisco Bay, South San Francisco Bay, The Gulf of the Farallones, and Humboldt Bay. No suitable spawning or rearing habitat is present within the proposed project area.	None
Amphibians					

Scientific Name	Common Name	Listing Status[1]	Habitat Requirements	Habitat Suitability & Local Distribution	Potential for Occurrence
Ambystoma californiense	California tiger salamander	FT, CH, ST, CSC	Central valley DPS federally listed as threatened. Santa Barbara and Sonoma counties DPS federally listed as endangered. Need underground refuges, especially ground squirrel burrows and vernal pools or other seasonal water sources for breeding. CTS have been documented to travel distances of up to 1.6 km. The active season follows the onset of autumn rains and continues through early spring.	Range includes the Central Valley and Central Coast ranges from Colusa County south to San Luis Obispo and Kern counties from sea level to 1,054 meters (3,460 feet) in elevation. There are two distinct populations within Sonoma and Santa Barbara Counties. Potentially suitable breeding habitat may be present. Nearest CNDDB (CDFW 2016) record is approx. 2 miles from the proposed project alignment.	Possible
Rana boylii	foothill yellow-legged frog	CSC	Streams and rivers with rocky substrate and open, sunny banks, in forests, chaparral, and woodlands; Sometimes found in isolated pools, vegetated backwaters, and deep, shaded, spring fed pools; Generally associated with foothill and mountain streams but occurs from sea level to 6,700 feet. (2,040 meters).	No suitable habitat present. Species not known from eastern Alameda County.	None
Rana draytonii	California red-legged frog	FT, CH, CSC	Lowlands or foothills in or near sources of water with shrubby or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development; Must have access to estivation habitat; Restricted to freshwater and slightly brackish waters.	Critical habitat for this species is located approximately 2 miles from the project alignment. Alamo Canal is an artificial channel devoid of emergent vegetation. This feature lacks adjacent upland vegetated habitat to support estivating red-legged frogs. Nearest CNDDB (CDFW 2016) record is 2 miles from the proposed project alignment.	Not Expected
Reptiles					
Emys marmorata	western pond turtle	CSC	Aquatic; Found in ponds, marshes, rivers, streams, brackish estuarine water and irrigation ditches, usually with aquatic vegetation; Requires basking sites and suitable upland habitat (sandy banks or grassy open fields) up to 0.5 km from water for egg-laying.	Alamo Canal provides suitable aquatic although low quality habitat for this species. Adjacent uplands are not suitable to support nesting western pond turtles.	Possible

Scientific Name	Common Name	Listing Status[1]	Habitat Requirements	Habitat Suitability & Local Distribution	Potential for Occurrence
Masticophis lateralis euryxanthus	Alameda Whipsnake (striped Racer)	FT, CH	This is a subspecies of the California whipsnake, (*Masticophis lateralis*). Inhabits valleys, foothills and low mountains associated with northern coastal scrub or chaparral habitat; requires rock outcrops for cover and foraging.	Critical habitat for this species is located on the other side of I-680 and south of I-580 but within 1 mile of the proposed project alignment. Nearest CNDDB (CDFW 2016) record is approx. 75 miles from the proposed project alignment. No suitable coastal scrub or chaparral habitat present in project area.	Not Expected
Birds					
Accipeter striatus	Sharp-shinned hawk	WL	Inhabits north-facing slopes in conifers, including ponderosa pine, black oak, & Jeffrey pines, preferably in riparian areas. Forages primarily for small birds along woodland edges & openings, hedgerows, brushy pastures, & shorelines. Breeding begins in April; single-brooded.	No suitable nesting habitat is present within proposed project area; however, this species could occur in winter, possible foraging at bird feeders.	Not Expected
Accipiter cooperii	Cooper's hawk	WL	Typically found in forests and woodlands. Nest in pines, oaks, Douglas-firs, beeches, spruces and other densely populated woodland tree species.	Breeds across southern Canada and southward to the southern extent of the United States and Central Mexico. Winters throughout the US and Mexico. Similar to sharp-shinned, this species could occur during the non-nesting season as a winter visitor.	Not Expected
Agelaius tricolor	tricolored blackbird	SCT, CSC	Open water, protected nesting substrate (blackberry/cattails), and foraging areas with insect prey. Breeding colonies require a nearby source of water, suitable nesting substrate and natural grassland, woodland, or agricultural cropland biomes in which to forage. Historically, breeding colonies had been strongly associated with emergent marshes, but more recently there has been a shift to non-natively vegetated and active agricultural areas (USFWS 2015).	No suitable nesting habitat is present near the proposed project alignment. Nearest CNDDB (CDFW 2016) record is approx. 2.5 miles from the proposed project alignment.	None

Scientific Name	Common Name	Listing Status[1]	Habitat Requirements	Habitat Suitability & Local Distribution	Potential for Occurrence
Aquila chrysaetos	Golden eagle	FP	Favor partially or completely open space near mountains, hills and cliffs. Utilize habitats ranging from arctic to desert, including tundra, shrublands, grasslands, coniferous forests, farmland and riparian corridors.	No suitable nesting habitat is present within the project site. Agricultural fields provide suitable foraging habitat for this species.	None
Ardea Herodias	Great blue heron		A large wading bird that inhabits a variety of aquatic habitats including shores, tide flats, marshes, swamps, ponds, lakes, rivers, and streams. Nests colonially in large trees near water bodies. Breeding begins in March; single-brooded.	This species is common in the area and could be found foraging near the proposed project alignment area. No suitable habitat to support nesting colonies is present.	Possible
Athene cunicularia	burrowing owl	CSC	Valley bottoms and foothills with low vegetation and fossorial mammal activity. Breeding begins in March; single-brooded.	Listing includes wintering observations with/without a burrow in San Francisco, Ventura, Sonoma, Marin, Napa and Santa Cruz counties. Marginal habitat present in grassland and ruderal areas within the project study area. Nearest CNDDB record lies within the 1-mile buffer around the proposed project alignment. No burrowing owls were observed during the Oct. survey.	Not Expected
Buteo regalis	Ferruginous hawk	WL	Breeds in the northern states and Canada; winters south from California and Texas to Mexico. Wintering habitat consists of open grasslands, deserts, and cultivated fields. Breeding begins in April; single-brooded.	No suitable foraging or wintering habitat present within the project study area.	None

Scientific Name	Common Name	Listing Status[1]	Habitat Requirements	Habitat Suitability & Local Distribution	Potential for Occurrence
Buteo swainsoni	Swainson's hawk	ST	Nests in oaks or cottonwoods in or near riparian habitats. Forages in grasslands, irrigated pastures, and grain fields. Lower Sacramento and San Joaquin Valleys, the Klamath Basin, and Butte Valley.	Proposed project alignment area is outside the species' range.	None
Charadrius alexandrinus nivosus	western snowy plover	FT, CH, CSC	Inhabit coastal beaches above the normal high-tide limit in flat, open areas with sandy or saline substrates; vegetation and driftwood are usually sparse or absent.	No suitable wintering habitat present within the project site.	None
Circus cyaneus	Northern harrier	CSC	Inhabits both freshwater and saltwater marshes and adjacent upland grasslands. Nests on the ground in tall grasses in grasslands and meadows. Breeding begins in March; single-brooded.	Marginally suitable nesting habitat present adjacent to project study area. No suitable nesting habitat within the proposed project alignment.	Not Expected
Elanus leucurus	white-tailed kite	FP	Rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.	The species is known to breed in eastern Alameda and Contra Costa Counties. No suitable nesting habitat present within the project site. The nearest CNDDB (CDFW 2016) record is approx. 1 mile from the proposed project alignment.	None
Eremophila alpestris actia	California horned lark	WL	Common, abundant resident in a variety of open habitats, usually where large trees and shrubs are absent, ranging from low-elevation grasslands and deserts to dwarf shrub habitats above tree line. Found throughout much of the state. Less common in mountainous areas of the north coast and in conifer and chaparral habitats. Breeding begins in late-February; double to treble-brooded.	Marginal habitat present in grasslands adjacent to the proposed project alignment.	Possible

Scientific Name	Common Name	Listing Status[1]	Habitat Requirements	Habitat Suitability & Local Distribution	Potential for Occurrence
Falco mexicanus	Prairie falcon	WL	Nests on cliffs and at times in old raven or eagle stick nests on cliff, bluff, or rock outcrop. Inhabits perennial grasslands, savannahs, rangeland, some agricultural fields, & desert scrub communities. Breeding begins in April; single-brooded.	No suitable nesting habitat present within the project study area.	Not Expected
Falco peregrinus anatum	American peregrine falcon	DL, DL, FP	Habitat includes many terrestrial landscapes in North America; mainly cliffs and nesting near water. Utilize open habitat for foraging. Will also utilize artificial habitats like towers, bridges and buildings.	Most widely found in Northern California; migrates long distances along the western coast of the US. No suitable nesting habitat present within the project site.	None
Geothlypis trichas sinuosa	Saltmarsh common yellowthroat	CSC	Year-round resident of the San Francisco Bay Area. Inhabits dense vegetation in wetlands, marshes, estuaries, prairies and riparian areas of San Francisco and San Pablo bays, and along the coastal areas of Marin, San Francisco, and San Mateo counties. Breeds from mid-March to late July; double-brooded.	Proposed project alignment is outside of the species known range.	None
Laterallus jamaicensis coturniculus	California black rail	ST, FP	Freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays; Needs water depths of about 1" that does not fluctuate during the year and dense vegetation for nesting habitat.	No occurrences of the species recorded within 1 mile of project alignment study area. No suitable wetland habitat, therefore project area not likely to support breeding black rails.	None
Melospiza melodia pusillula	Alameda song sparrow	CSC	Inhabits tidal salt marshes with vegetation appropriate for nesting sites, song perches and concealment from predators. Vegetation height is limiting for song sparrows as tides may flood low-lying nests. Associated with dominant tidal salt marsh vegetation such as cord grass (*Spartina ssp*.) in lower elevations, pickleweed (*Salicornia* ssp.), and gumplant (*Grindelia* ssp.) along higher slough edges.	Endemic to California, and is restricted to tidal salt marshes on the fringes of south San Francisco Bay. Mostly occur in the tidal salt marshes near Dumbarton Point, Alameda County. No suitable salt marsh present within the proposed project area to support this species.	None

Scientific Name	Common Name	Listing Status[1]	Habitat Requirements	Habitat Suitability & Local Distribution	Potential for Occurrence
Riparia riparia	bank swallow	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.	No suitable nesting habitat present. No records within 5 miles of proposed project alignment.	None
Setophaga petechia	Yellow warbler	CSC	Spend breeding season in thickets and other disturbed habitats along streams and wetlands. Typically found among willows and associated with riparian tree species. Wintering habitat includes mangrove forests, dry scrub, marshes, and forests and typically occur in lowlands but can be found up to 8,500 feet elevation.	Breeds throughout Del Norte, western Siskiyou, Humboldt, Trinity, and at lower elevations through Mendocino and Sonoma counties. No suitable breeding or nesting habitat present within the proposed project area.	None
Sterna antillarum browni	California Least Tern	FE, SE, FP	Nearshore beaches with bare or sparse vegetation, including sandy beaches, alkali flats, paved areas or landfills.	No suitable beach habitat within the proposed project alignment area.	None
Mammals					
Antrozous pallidus	pallid bat	CSC	Deserts, grasslands, shrublands, woodlands and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect from high temperatures. Sensitive to disturbance of roosting sites.	Nearest CNDDB (CDFW 2016) record within the 1-mile of the proposed project alignment. No suitable roosting habitat in project area. Species my forage near Alamo Canal.	Not Expected
Myotis yumanensis	Yuma myotis	-/-	Forests and woodlands with sources of water over which to feed. Roosts in buildings, mines, caves, crevices, occasionally under bridges.	Nearest CNDDB (CDFW 2016) record within the 1-mile of the proposed project alignment. Suitable roosting and foraging at Alamo Canal.	Possible
Eumops perotis californicus	Western mastiff bat	CSC	Found in a wide variety of habitats from desert scrub to montane conifer. Roosts and breeds in deep, narrow rock crevices, but may also use crevices in trees, buildings, and tunnels.	No suitable roosting habitat in study area.	None

Scientific Name	Common Name	Listing Status[1]	Habitat Requirements	Habitat Suitability & Local Distribution	Potential for Occurrence
Lasiurus cinereus	Hoary bat	-/-	Found throughout California. A solitary foliage rooster that prefers evergreens, but will use deciduous trees in forested habitats, particularly in edge habitat. May forage in small to large groups. Feeds primarily on moths, but will eat a variety of other insects. Migrates great distances.	This is the widest ranging bat in North America and can be found anywhere in California with a patchy distribution in desert regions. The species winters along the coastal southern portion of California and will typically breed farther north and inland of this winter range.	Possible
Corynorhinus townsendii	Townsend's big-eared bat	SCT, SSC	An obligate cave rooster and moth specialist. Inhabits caves and mines, but may also use bridges, buildings, rock crevices and tree hollows in coastal lowlands, cultivated valleys and nearby hills characterized by mixed vegetation throughout California below 3,300 meters. Exhibits high site fidelity and is highly sensitive to disturbance. Forages along edge habitats near water; may travel long distances during foraging bouts.	No records of this species within 1 mile of the project. Limited suitable habitat available in or adjacent to project area.	Not Expected
Dipodomys heermanni berkeleyensis	Berkeley kangaroo rat	-	Inhabits open grass hilltops and open spaces in chaparral and blue oak/digger pine woodlands; needs fine, deep, well-drained soils for burrowing. Past collections of the species have been made in the vicinity of Mount Diablo, the Berkeley Hills, Strawberry Canyon, Orinda Park Pool, Calaveras Reservoir, and Siesta Valley. More recent – and as-yet unconfirmed – kangaroo rat occurrences have been reported in the Sunol Valley Regional Wilderness well within the species recognized range. Populations in the vicinity of the Berkeley Hills are considered extirpated due to predation by domestic cats.	No suitable grassland habitat available. Species is thought to be extirpated from area.	None
Neotoma fuscipes annectens	San Francisco dusky-footed woodrat	CSC	Forest riparian communities of moderate canopy and moderate to dense understory of favorable stick nest building materials.	No CNDDB occurrences and none observed within the project alignment area during field visit. No suitable forest habitat in project area.	Not Expected

Scientific Name	Common Name	Listing Status[1]	Habitat Requirements	Habitat Suitability & Local Distribution	Potential for Occurrence
Taxidea taxus	American badger	CSC	Open areas with friable soils within woodland, grassland, savannah and desert habitats.	Nearest CNDDB (CDFW 2016) record is approx. 2 miles from the proposed project alignment. No suitable habitat present within the project area.	Not expected
Vulpes macrotis mutica	San Joaquin Kit Fox	FE, ST	Inhabits annual grasslands or grassy open stages with scattered shrubby vegetation; needs loose-textured sandy soils for burrowing, as well as suitable prey base.	Nearest CNDDB (CDFW 2016) record is approx. 2.5 miles from the proposed project alignment. No suitable habitat present within the project area.	Not expected

EXPLANATION OF STATE AND FEDERAL LISTING CODES:

FEDERAL

FE = Federally listed as Endangered

FT = Federally listed as Threatened

FPE = Candidate for Federal listing

DL = Delisted

FPD = Federally proposed for delisting

FC = Federal candidate species (former Category 1 candidates)

SC = Species of Concern (NMFS regulated species only)

CH = Critical Habitat (Proposed or Final) is designated

STATE

SE = State listed as Endangered

ST = State listed as Threatened

SR = State listed as Rare

SCE = State candidate for listing as Endangered

SCT = State candidate for listing as Threatened

CSC = California Species of Special Concern

FP = Fully Protected

WL = Watch List

Appendix B

January 30, 2017

Brook Vinnedge
Vinnedge Environmental Consulting
1800 Grant St.
Berkeley, California 94703

Re: Archival Search Results for the Dublin Sewer Line Rehabilitation Project, Dublin, Alameda County.

Dear Ms. Vinnedge:

At your request, we completed a record search for the Dublin Sewer Line Rehabilitation Project, Dublin, Alameda County. Research was completed at the Northwest Information Center of the California Historical Information System (NWIC) and encompassed lands within a quarter-mile of the study area. In addition, we reviewed documents and maps pertinent to this project that are on file at our offices. The proposed project plans indicate the installation of an above-ground bypass pipeline at the intersection of Tamarack Drive and Village Parkway leading to the Pleasanton Waste Water Treatment Plant as well as the temporary installation of six 18-inch and eight 6-inch above-ground bypass pipelines which will allow for the rehabilitation and repair of approximately 8,000 feet of existing sewer pipeline that was built to serve the Cities of Dublin and Pleasanton. Temporary bypass pipeline installation and removal will include 10 subsurface locations in which trenches approximately two feet deep by two feet wide will be excavated and accompanied by steel plates to accommodate vehicle access to driveways and intersections while replacement and rehabilitation of existing lines proceed. The proposed rehabilitation process proposes to use cure-in-place piping to minimize the need to excavate the entire truck sewer. This letter serves as a report of findings.

Archival research included an examination of historical maps to gain insight into the nature and extent of historical development in the general vicinity, and especially within the study area. Maps ranged from hand-drawn maps of the 1800s (e.g., GLO plats) to topographic maps issued by the United States Geological Survey (USGS) and the Army Corps of Engineers (USACE) from the early to the middle 20th century.

Environmental Setting

The study area is located approximately three-quarters of a mile east of Dublin, Alameda County. The geology consists of recent alluvium (Qal) deposits dating to the Holocene epoch (11,700 years ago - present) (Rogers 1966). These deposits are contemporaneous with human arrival and occupation of California and there is some possibility that buried sites could be present (King 2004). Soils within the study area consist of Clear Lake Clay, Pescadero Clay, and Sunnyvale Clay Loam (Web Soil Survey 1961). Clear Lake Series Consists of very deep, poorly drained soils that formed in alluvium derived mainly from sedimentary rocks. The slopes are concave and range from 0 to 9 percent. Vegetation consists of annual grasses and sedges. Historically, these soils were used for irrigated pasture, dry-farmed grain, and grain hay (USDA 1961: 15). Pescadero Series consists of very deep, poorly drained soils that

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formed in alluvium derived mainly from sedimentary rocks. The slopes range from 0 to 2 percent. Vegetation associated with these soils consists of annual grasses, salt grass, and Australian salt brush (USDA 1961: 23). Sunnyvale Series consists of deep to very deep, poorly drained calcareous soils on nearly level valley floors. These soils formed in fine-grained alluvium from sedimentary rock. Vegetation consists of annual grasses and sedges. Historically, these soils were used for row crops, pasture, and dry-farmed grains (USDA 1961: 28). The fresh water source nearest the study area is the South San Ramon Creek, which intersects the study area at the Alamo Canal Trail just north of I-580.

Ethnographic Research

At the time of European settlement, the study area was situated in the territory of the Ohlone, also referred to as the Costanoan (Levy 1978). The Ohlone in this area spoke the *Chochenyo* language (Levy 1978). The Ohlone were hunter-gatherers who lived in rich environments that allowed for dense populations with complex social structures (Kroeber 1925). They settled in large, permanent villages about which were distributed seasonal camps and task-specific sites. Primary village sites were occupied throughout the year and other sites were visited in order to procure particular resources that were especially abundant or available only during certain seasons. Sites often were situated near fresh water sources and in ecotones where plant life and animal life were diverse and abundant. For more information about the Ohlone see Bean (1994), Levy (1978), Margolin (1978), Milliken (1995), and Teixeira (1997).

Native American Contact

The State of California's Native American Heritage Commission, members of the Amah Mutsun Tribal Band of Mission San Juan Bautista, Indian Canyon Mutsun Band of Costanoan, Muwekma Ohlone Indian Tribe of the SF Bay Area, The Ohlone Indian Tribe, and the Coastanoan Rumsen Carmel Tribe were contacted in writing. This contact represents notification regarding the project to provide an opportunity to comment and does not constitute consultation with tribes. The Native American Heritage Commission replied with a letter dated January 27, 2017, in which they provided a list of tribes to be contacted that have cultural affiliations within the proposed project area. No other comments have been received as of the date of this report.

Historical Review

Historically, a portion of the study area is within Rancho Santa Rita, granted to Jose Dolores Pacheco in 1839. John Yountz claimed 8,994 acres, patented in 1865 by the U.S. Lands Commission. The study area extends into the Rancho San Ramon, granted to Jose Maria Amador in 1834. Leo Norris claimed 4,451 acres, patented in 1882 (Cowan 1977).

There are no reported ethnographic villages or camps within a one-half mile radius of the Dublin Sewer Line Rehabilitation Project (Kroeber 1925; Levy 1978).

A review of historical maps shows evidence of buildings and structures within the study area as early as 1953 (GLO 1862, 1866; Thompson & West 1878; USGS 1906, 1941, 1953, 1961). Various buildings and structures continue to occupy the study area.

Archival Review

Portions of the study area have been subjected to previous archaeological surveys. There have been four studies conducted within the study area which identified no cultural resources (Clark 1997; Grant 2011; SMB Environmental, Inc. 2014; and Strother *et al* 2006). Seven additional studies have been conducted which intersect the study area (Baker and Shoup 1989; Byrd 2008; Hagensieker and Loyd 2013; Holman and Chavez 1976; Kelly 1989; Self and Wills 1999; and Werner 1988). These studies identified no cultural resources. Five additional studies have been conducted adjacent to the APE (Koenig 2015;

Leach-Palm 2014; Lindley 1999; Pastron 2007; Ritchie 2002) which also identified no cultural resources. Finally, eight additional studies have been conducted within 1/4 mile of the APE which also identified no cultural resources (Archaeological Consulting and Research Services N.D.; Billet 2012; Gordon 2005; Hatoff *et al.* 1995; Herrmann 2005; Keith Brown 2001; McKale 2000; William Self Associates 2000).

Cultural Resources Sensitivity

This record search included review and analysis of various environmental and cultural factors, including soil surveys, geological data, property history, and the locations of known archaeological sites. The study area is generally level, fairly close to water, and located on a Holocene-age geologic landform which coincides with human arrival and occupation of California. While environmental factors would suggest up to an approximately 20% potential for prehistoric archaeology, the study area has been developed and redeveloped extensively since the late 19th century; therefore, we consider the possibility of finding intact prehistoric archaeological resources within the project area to be less than 5%. Because work is planned primarily within existing roadways and trenches, the potential for intact historical deposits is considered low.

Recommendations

We recommend that the project contractor participate in a historical resource identification training session in order to be aware of the potential resources that might be uncovered. If archaeological remains are uncovered, work at the place of discovery should be halted immediately until a qualified archaeologist can evaluate the finds.

Please contact us if we can be of further assistance or if you have questions.

Sincerely,

Janine Origer
Senior Associate

MATERIALS CONSULTED

Archaeological Consulting and Research Services
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Appendix C

DUBLIN TRUNK REHABILITATION PROJECT NOISE AND VIBRATION ASSESSMENT

Dublin and Pleasanton, California

February 17, 2017

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INTRODUCTION

The Dublin Trunk Sewer Rehabilitation Project (proposed project) will repair 8,000 feet of 33 to 42 inch diameter sewer pipes. The project, located in north-central Alameda County, California, extends from Village Parkway and Tamarack Drive in the City of Dublin, south to Village Parkway and Clark Avenue, then from Clark Avenue under Interstate 580 (I-580) to Commerce Circle. The project alignment continues from the intersection of the Dublin and Camp Parks trunk sewers to the Wastewater Treatment Plant entrance located south of Stoneridge Drive in the City of Pleasanton. The Dublin San Ramon Services District (District) would use the cured-in-place pipe (CIPP) method to rehabilitate the existing pipe interior and provide a new structurally independent pipe without the need to excavate the entire trunk sewer. During rehabilitation of the existing sewer pipeline, the District would install a temporary bypass pipeline and pumps to convey sewage to the Wastewater Treatment Plant. The temporary bypass would be operational for approximately 10 weeks, the duration of time necessary to rehabilitate the Dublin Trunk Sewer. The bypass pipeline would be located along Village Parkway, which is a residential road north of Amador Valley Boulevard, underneath the Highway 580 overpass, and then south along Johnson Drive to the Wastewater Treatment Plant.

This report evaluates the project's potential to result in significant noise and vibration impacts with respect to applicable California Environmental Quality Act (CEQA) guidelines. The report is divided into two sections: 1) the Setting Section provides a brief description of the fundamentals of environmental noise, summarizes applicable regulatory criteria, and discusses the results of the ambient noise monitoring survey completed to document existing noise conditions; 2) the Impacts and Mitigation Measures Section describes the significance criteria used to evaluate project impacts, provides a discussion of each project impact, and presents mitigation measures, where necessary, to mitigate impacts to a less-than-significant level.

SETTING

Fundamentals of Environmental Noise

Noise may be defined as unwanted sound. Noise is usually objectionable because it is disturbing or annoying. The objectionable nature of sound could be caused by its *pitch* or its *loudness*. *Pitch* is the height or depth of a tone or sound, depending on the relative rapidity (frequency) of the vibrations by which it is produced. Higher pitched signals sound louder to humans than sounds with a lower pitch. *Loudness* is intensity of sound waves combined with the reception characteristics of the ear. Intensity may be compared with the height of an ocean wave in that it is a measure of the amplitude of the sound wave.

In addition to the concepts of pitch and loudness, there are several noise measurement scales which are used to describe noise in a particular location. A *decibel (dB)* is a unit of measurement which indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a ten-fold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and

its intensity. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities. Technical terms are defined in Table 1.

There are several methods of characterizing sound. The most common in California is the *A-weighted sound level (dBA).* This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Representative outdoor and indoor noise levels in units of dBA are shown in Table 2. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This *energy-equivalent sound/noise descriptor* is called L_{eq}. The most common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends upon the distance the receptor is from the noise source. Close to the noise source, the models are accurate to within about plus or minus 1 to 2 dBA.

Since the sensitivity to noise increases during the evening and at night -- because excessive noise interferes with the ability to sleep -- 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The *Community Noise Equivalent Level* (*CNEL*) is a measure of the cumulative noise exposure in a community, with a 5 dB penalty added to evening (7:00 pm - 10:00 pm) and a 10 dB addition to nocturnal (10:00 pm - 7:00 am) noise levels. The *Day/Night Average Sound Level* (L_{dn} or *DNL*) is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

TABLE 1 Definition of Acoustical Terms Used in this Report

Term	Definition
Decibel, dB	A unit describing, the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20 micro Pascals.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micro Pascals (or 20 micro Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e. g., 20 micro Pascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and Ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, L_{eq}	The average A-weighted noise level during the measurement period.
L_{max}, L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
L_{01}, L_{10}, L_{50}, L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day/Night Noise Level, L_{dn} or DNL	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 pm to 10:00 pm and after addition of 10 decibels to sound levels measured in the night between 10:00 pm and 7:00 am.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Source: Handbook of Acoustical Measurements and Noise Control, Harris, 1998.

TABLE 2 Typical Noise Levels in the Environment

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110 dBA	Rock band
Jet fly-over at 1,000 feet		
	100 dBA	
Gas lawn mower at 3 feet		
	90 dBA	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	80 dBA	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	70 dBA	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60 dBA	
		Large business office
Quiet urban daytime	50 dBA	Dishwasher in next room
Quiet urban nighttime	40 dBA	Theater, large conference room
Quiet suburban nighttime		
	30 dBA	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	20 dBA	
		Broadcast/recording studio
	10 dBA	
	0 dBA	

Source: Technical Noise Supplement (TeNS), California Department of Transportation, September 2013.

Regulatory Background - Noise

The State of California, the City of Dublin, and the City of Pleasanton have established guidelines, plans, and policies that are applicable in this assessment. The State CEQA Guidelines, Appendix G, are used to assess the potential significance of impacts pursuant to local General Plan policies, Municipal Code standards, or the applicable standards of other agencies. A summary of the applicable regulatory criteria is provided below.

State CEQA Guidelines. CEQA contains guidelines to evaluate the significance of effects of environmental noise attributable to a proposed project. Under CEQA, noise impacts would be considered significant if the project would result in:

(a) 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;

(b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels;

(c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;

(d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;

(e) For a project located within an airport land use plan or where such a plan has not been adopted within two miles of a public airport or public use airport, if the project would expose people residing or working in the project area to excessive noise levels; or

(f) For a project within the vicinity of a private airstrip, if the project would expose people residing or working in the project area to excessive noise levels.

City of Dublin General Plan. Dublin's General Plan identifies exterior environmental noise and land use compatibility guidelines for community noise environments shown in Table 3 (Table 9.1 from the General Plan). These guidelines are intended to be used to evaluate the suitability of the noise environment when a new land use is proposed. While not directly applicable to the proposed project, the guidelines provide a context for judging the baseline noise environment along the proposed construction route.

City of Dublin Municipal Code. The City of Dublin Municipal Code does not set forth quantitative noise limits. The code sets forth the following findings:

Section 5.28.010 Findings.

The City Council finds that the making, creation or maintenance of loud, unnecessary, unnatural, unusual or habitual noises which are prolonged, unusual, and unnatural in their time, place and use affect and are a detriment to the public health, comfort, safety, welfare, and prosperity of the

residents of the city. The provisions of this chapter are enacted for the purpose of securing and promoting the public health, comfort, safety, welfare, and prosperity and the peace and quiet of the city and its inhabitants. (Ord. 4-84 § 1)

5.28.020 Unreasonable noise prohibited.

A. It is unlawful and a nuisance for any person within the city persistently to maintain, emit, cause, mechanically or otherwise, or permit any animal owned by him or in his possession or control to make any loud, or disturbing, or unnecessary, or unusual or habitual noise or any noise which annoys or disturbs or injures or endangers the health, repose, peace or safety of any reasonable person of normal sensitivity present in the area.

B. The standards which shall be considered in determining whether a violation of the provisions of this chapter exists shall include, but shall not be limited to the following:

1. The level, intensity, character and duration of the noise;

2. The level, intensity and character of background noise, if any;

3. The time when and the place and zoning district where the noise occurred;

4. The proximity of the noise to residential sleeping facilities; and

5. Whether the noise is recurrent, intermittent or constant. (Ord. 4-84 § 2)

TABLE 3 City of Dublin Noise and Land Use Compatibility Guidelines

TABLE 9.1
LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS
COMMUNITY NOISE EXPOSURE (dB)

Land Use Category	Normally Acceptable	Conditionally Acceptable (Noise Insulation) Features Required	Normally Unacceptable	Clearly Unacceptable
Residential	60 or less	60 - 70	70 - 75	Over 75
Motels, hotels 60 or less	60 - 70	70 - 80	Over 80	
Schools, churches, nursing homes 60 or less	60 - 70	70 - 80	Over 80	
Neighborhood parks	60 or less	60 - 65	65 - 70	Over 70
Offices: retail commercial	70 or less	70 - 75	75 - 80	Over 80
Industrial	70 or less	70 - 75	Over 75	

Conditionally acceptable exposure requires noise insulation features in building design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Source: California Office of Noise Control, 1976, as modified by Charles M. Salter Associates, Inc.

City of Pleasanton General Plan. The City of Pleasanton General Plan sets forth exterior environmental noise and land use compatibility standards for different types of land uses in Table 11.5 (Table 4). The Plan also includes interior noise level limits as follows:

Program 3.2: Require noise-attenuation measures when necessary to ensure that interior noise levels for new single- and multi-family residences do not exceed 45 dBA Ldn. Interior noise levels shall not exceed 45 dBA Ldn in any new residential units (single and multi-family). Development sites exposed to noise levels exceeding 60 dBA Ldn shall be analyzed following protocols in Appendix Chapter 12, Section 1208, A, Sound Transmission Control, 2001 (current) California Building Code, Section 1207.

Program 3.4: Appropriate interior noise levels in commercial, industrial, and office buildings are a function of the use of the space. Interior noise levels in noise-sensitive spaces (e.g., offices) generally should be maintained at 45 dBA L_{eq} or less (hourly average).

These guidelines are not directly applicable to the proposed project because they are intended to provide guidance for levels of acceptable exposure at new land uses due to permanent noise sources such as vehicular traffic. Nonetheless, these guidelines provide direction in the determination of appropriate significance thresholds for the proposed project.

City of Pleasanton Noise Ordinance. Sections of Title 9, Health and Safety, of the City of Pleasanton's Municipal Code which are relevant to this noise assessment are as follows:

9.04.060 Noise Limits—Public Property:

A. Residential Area: No person shall produce or allow to be produced by any machine, animal, device, or any combination of the same, on public property in any residential area, a noise level in excess of sixty (60) dBA at a distance of twenty five feet (25′) or more from the noise source or sources, unless otherwise provided in this chapter.

B. Commercial Area: No person shall produce or allow to be produced by any machine, animal, device, or any combination of the same, on public property in any commercial area, a noise level in excess of seventy (70) dBA at a distance of twenty five feet (25′) or more from the noise source or sources, unless otherwise provided in this chapter.

C. Industrial Areas: No person shall produce or allow to be produced by any machine, animal, device, or any combination of the same, on public property in any industrial area, a noise level in excess of seventy five (75) dBA at a distance of twenty five feet (25′) or more from the noise source or sources, unless otherwise provided in this chapter.

D. Special Events: Any community activity, sporting event, or special event occurring at the Alameda County fairgrounds, upon any public school grounds, or at any city parks or streets is exempt from the provisions of this chapter, provided that the event has been approved by the appropriate fair association official, school official or city department or city council.

E. Warning Devices: Vehicle horns, or other devices primarily intended to create a loud noise for warning purposes, shall be used only when a situation endangering life, health, or property is imminent. (Prior Code § 4-9.06)

9.04.070 Daytime Exceptions: Any noise which does not produce a noise level exceeding seventy (70) dBA at a distance of twenty five feet (25') under its most noisy condition of use shall be exempt from the provisions of sections 9.04.030, 9.04.040, and subsection 9.04.060A of this chapter between the hours of eight o'clock (8:00) A.M. and eight o'clock (8:00) P.M. daily, except Sundays and holidays, when the exemption herein shall apply between ten o'clock (10:00) A.M. and six o'clock (6:00) P.M.

9.04.100 Construction: Notwithstanding any other provision of this chapter, between the hours of eight o'clock (8:00) A.M. and eight o'clock (8:00) P.M. daily, except Sundays and holidays, when the exemption shall apply between ten o'clock (10:00) A.M. and six o'clock (6:00) P.M., construction, alteration or repair activities which are authorized by a valid city permit shall be allowed if they meet at least one of the following noise limitations:

A. No individual piece of equipment shall produce a noise level exceeding eighty three (83) dBA at a distance of twenty five feet (25′). If the device is housed within a structure on the property, the measurement shall be made outside the structure at a distance as close to twenty five feet (25′) from the equipment as possible; or

B. The noise level at any point outside of the property plane of the project shall not exceed eighty six (86) dBA. (Prior Code § 4-9.07(d))

9.04.110 Exception Permit: If the applicant can show to the city manager or his designee that a diligent investigation of available noise abatement techniques indicates that immediate compliance with the requirements of this chapter would be impractical or unreasonable, a permit to allow exemption from the provisions contained in all or a portion of this chapter may be issued, with appropriate conditions to minimize the public detriment caused by such exceptions. Any such permit shall be of as short duration as possible up to six (6) months, but renewable upon a showing of good cause, and shall be conditioned by a schedule for compliance and details of methods therefor in appropriate cases. Any person aggrieved with the decision of the city manager or his designee may appeal to the city council. (Prior Code § 4-9.08)

TABLE 4 City of Pleasanton Noise and Land Use Compatibility Guidelines

TABLE 11-5: NOISE AND LAND USE COMPATIBILITY GUIDELINES

Land Use Category	Exterior Noise Exposure (L_{dn}) 55 60 65[b] 70 75 80
Single-Family Residential [a]	
Multi-Family Residential, Hotels, and Motels [a]	
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds	
Schools, Libraries, Museums, Hospitals, Personal Care, Meeting Halls, Churches	
Office Buildings, Business, Commercial, and Professional	
Auditoriums, Concert Halls, Amphitheaters	

a In noise environments resulting primarily from railroad trains, exterior noise levels up to 70 dBA Ldn are normally acceptable recognizing that day-night average noise levels are controlled by intermittent, loud events.

b <65 dBA outdoors = < 45 dBA indoors

NORMALLY ACCEPTABLE
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special insulation requirements

CONDITIONALLY ACCEPTABLE
Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design.

UNACCEPTABLE
New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.

Existing Noise Environment

The project extends from Village Parkway and Tamarack Drive in the City of Dublin, south to Village Parkway and Clark Avenue, then from Clark Avenue under I-580 to Commerce Circle. The project alignment continues from the intersection of the Dublin and Camp Parks trunk sewers to the Wastewater Treatment Plant entrance located south of Stoneridge Drive in the City of Pleasanton. Bordering the west side of Village Parkway from Tamarack Drive to Clark Avenue are noise-sensitive single-family residences. The remainder of the route is bordered by non-noise sensitive land uses.

A noise monitoring survey was performed in the project vicinity beginning Monday, December 19, 2016 and concluding on Wednesday, December 21, 2016. The monitoring survey included three long-term (LT-1, LT-2 and LT-3) noise measurements and five short-term (ST-1 through ST-5) noise measurements. All measurement locations are shown in Figure 1.

Long-term noise measurement LT-1 was made on Tamarack Drive, approximately 60 feet from the intersection of Tamarack Drive and Village Parkway. Hourly average noise levels at this location typically ranged from 62 to 68 dBA L_{eq} during the day, and from 53 to 65 dBA L_{eq} at night. The day-night average noise level on Tuesday, December 20, 2016 was 68 dBA DNL. The daily trend in noise levels at LT-1 is shown in Figures 2 through 4. Apart from isolated events

such as loud vehicular passbys or local activities, the acoustic environment at LT-1 was dominated by traffic on Village Parkway and Tamarack Drive.

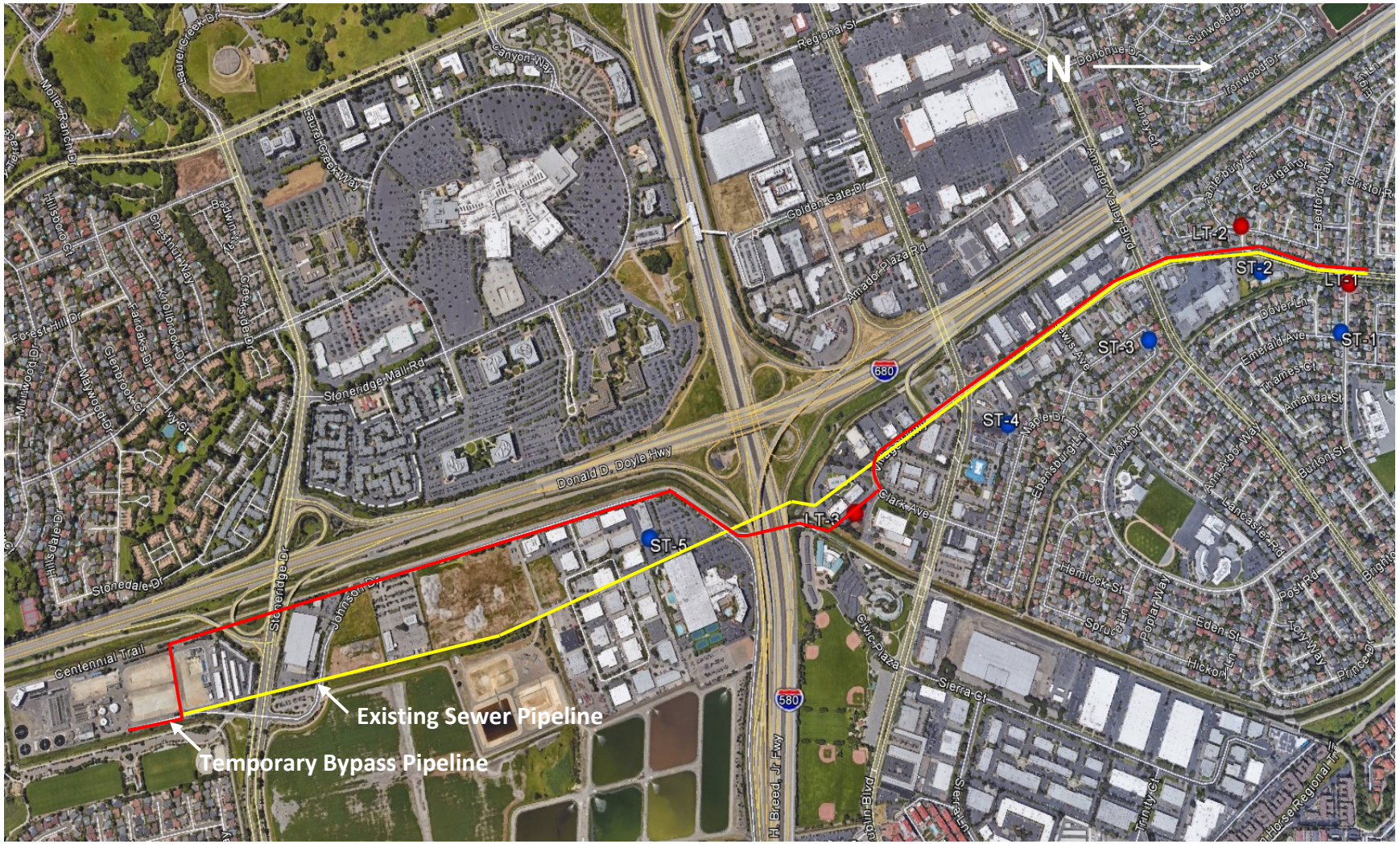
LT-2 measured ambient noise levels at the intersection of Canterbury Lane and Hastings Way, approximately 20 feet from the centerline of Canterbury Lane. Hourly average noise levels at this location ranged from 58 to 74 dBA L_{eq} during the day, and from 53 to 67 dBA L_{eq} at night. The day-night average noise level on Tuesday, December 20, 2016 was 65 dBA DNL. Localized neighborhood activities near LT-2 elevated noise levels during two separate hours during the survey period. The daily trends in noise levels at LT-2 are shown in Figures 5 through 7.

LT-3 measured ambient noise levels near the eastern parking lot of Hope Hospice. LT-3 was approximately 280 feet southeast of the centerline of Clark Avenue. Hourly average noise levels at this location typically ranged from 57 to 66 dBA L_{eq} during the day, and from 55 to 66 dBA L_{eq} at night. The day-night average noise level on Tuesday, December 20, 2016 was 65 dBA DNL. The daily trends in noise levels at LT-3 are shown in Figures 8 through 10.

Each of the attended short-term noise measurements were taken throughout the project area, as shown in Figure 1. Short-term noise measurements were made over periods of ten-minutes, concurrent with the long-term noise data, on Wednesday, December 21, 2016 between 11:40 a.m. and 1:20 p.m. All short-term measurements are summarized in Table 5.

ST-1 was taken at the intersection of Tamarack Drive and Emerald Avenue, in a residential area. The ten-minute average noise level measured at ST-1 was 57 dBA $L_{eq(10\text{-}min)}$, and the estimated day-night average noise level at ST-1 was 62 dBA DNL. ST-2 was made at the front yard of Parkway Fellowship Church, approximately 160 feet west of the Village Parkway centerline. The ten-minute average noise level measured at ST-2 was 60 dBA $L_{eq(10\text{-}min)}$, and the estimated day-night average noise level at that location was 65 dBA DNL. ST-3 was made in a residential neighborhood, between Portage Road and Allegheny Drive. The ten-minute average noise level measured at ST-3 was 53 dBA $L_{eq(10\text{-}min)}$, and the estimated day-night average noise level was 58 dBA DNL. ST-4 was measured in the northern parking lot of a commercial center at the intersection of Village Parkway and Dublin Boulevard, approximately 320 feet from the centerline of Dublin Boulevard. The ten-minute average noise level measured at ST-4 was 53 dBA $L_{eq(10\text{-}min)}$, and the estimated day-night average noise level was 57 dBA DNL. Short-term measurement ST-5 was located at the southwest parking lot of DoubleTree by Hilton Hotel Pleasanton. The ten-minute average noise level measured at ST-5 was 65 dBA $L_{eq(10\text{-}min)}$, and the estimated day-night average noise level was 69 dBA DNL.

FIGURE 1 Noise Measurement Locations



Source: Google Earth 2017.

FIGURE 2

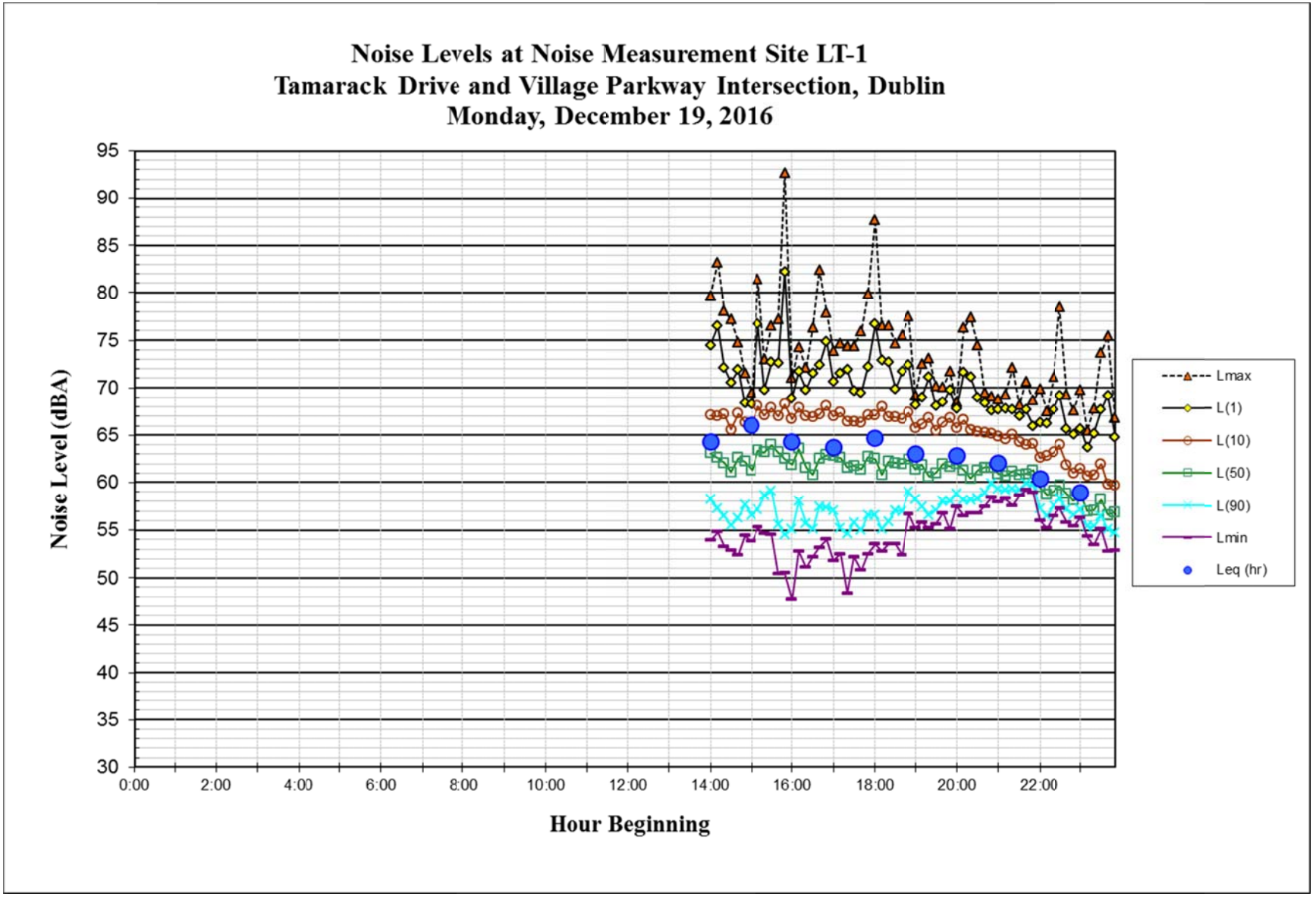

Noise Levels at Noise Measurement Site LT-1
Tamarack Drive and Village Parkway Intersection, Dublin
Monday, December 19, 2016
Noise Level (dBA)
95
90
85
80
75
70
65
60
55
50
45
40
35
30
0:00
2:00
4:00
6:00
8:00
10:00
12:00
14:00
16:00
18:00
20:00
22:00
Hour Beginning
Lmax
L(1)
L(10)
L(50)
L(90)
Lmin
Leq (hr)

FIGURE 3

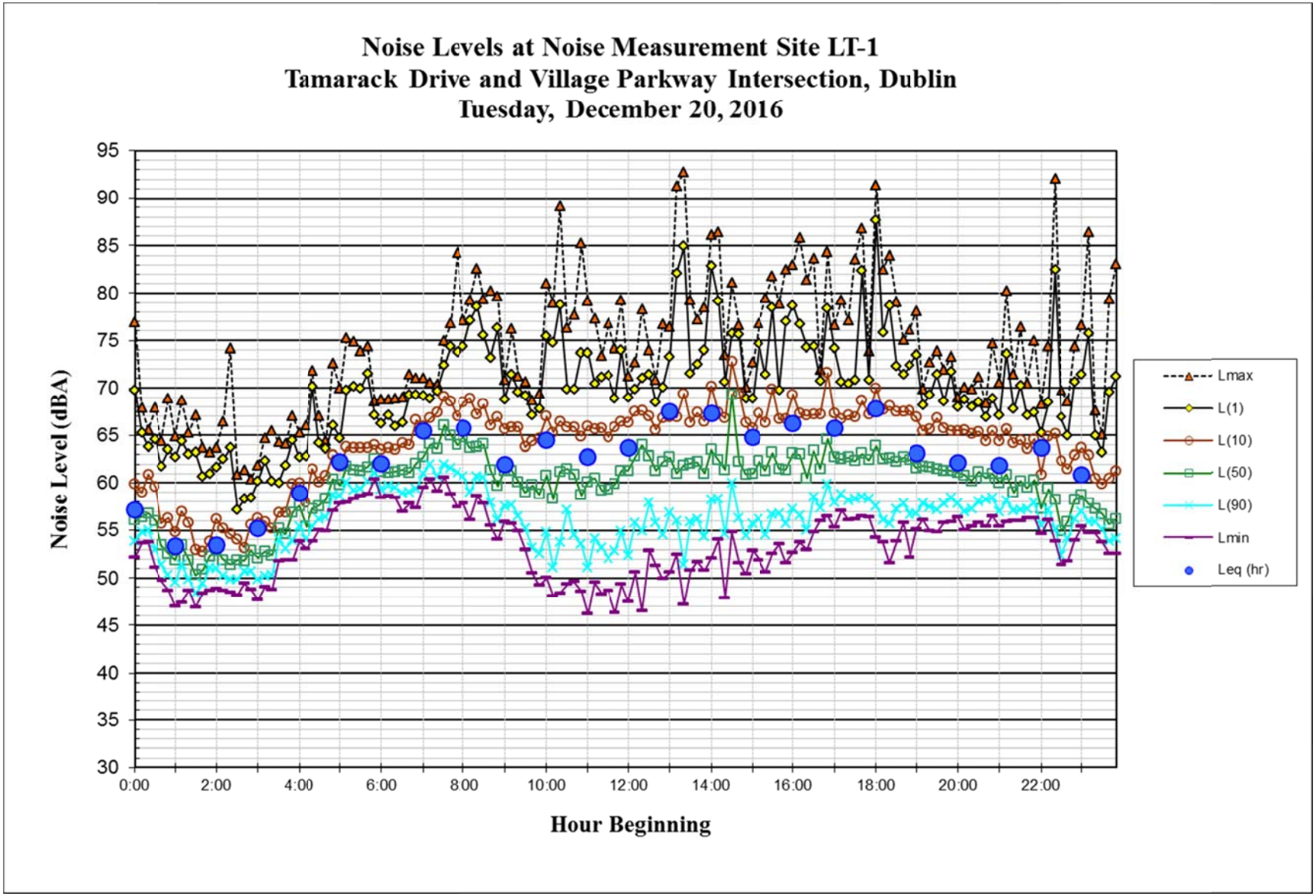

Noise Levels at Noise Measurement Site LT-1
Tamarack Drive and Village Parkway Intersection, Dublin
Tuesday, December 20, 2016
Noise Level (dBA)
95
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FIGURE 4

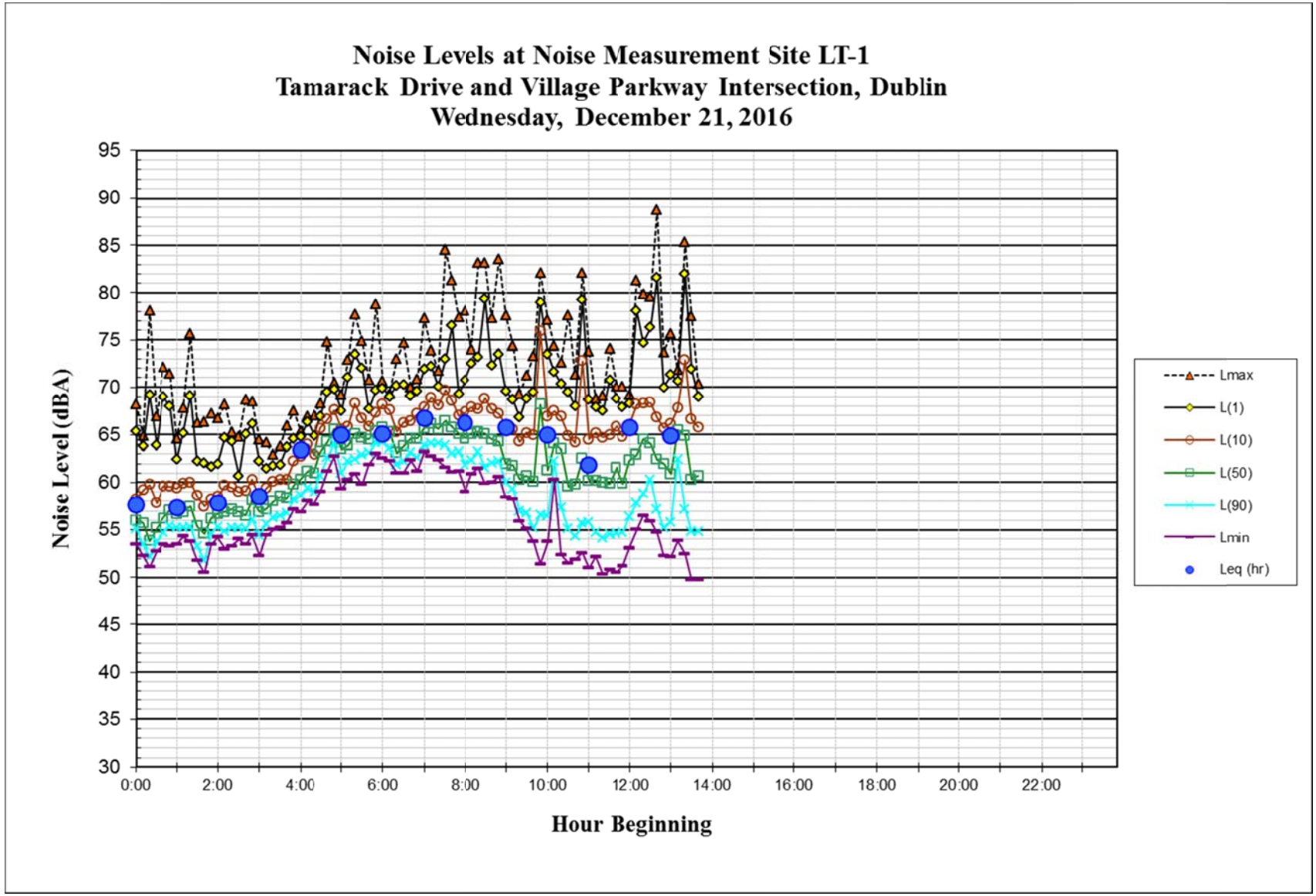
Noise Levels at Noise Measurement Site LT-1
Tamarack Drive and Village Parkway Intersection, Dublin
Wednesday, December 21, 2016
Noise Level (dBA)
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FIGURE 5

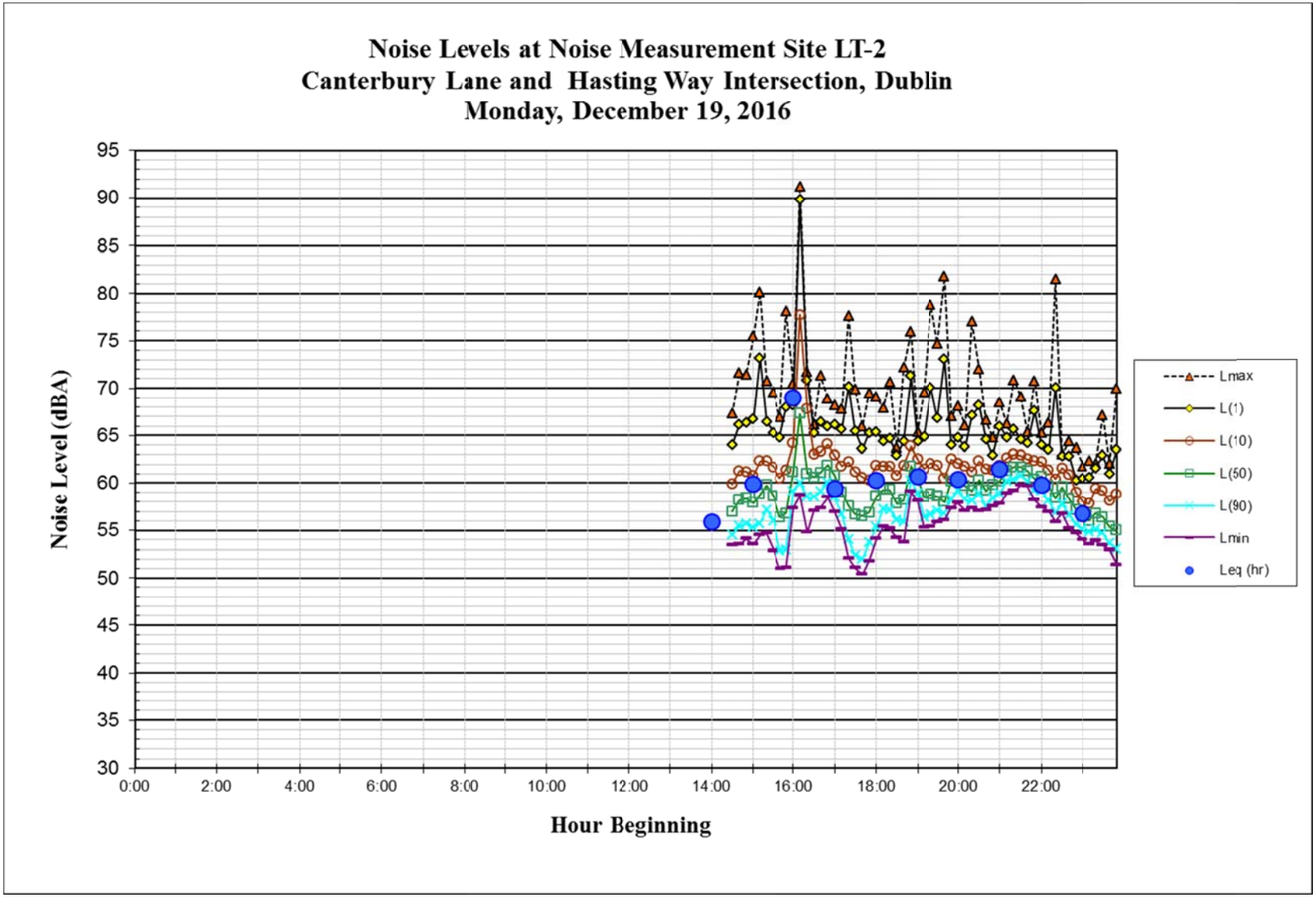
Noise Levels at Noise Measurement Site LT-2
Canterbury Lane and Hasting Way Intersection, Dublin
Monday, December 19, 2016
Noise Level (dBA)
95
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FIGURE 6

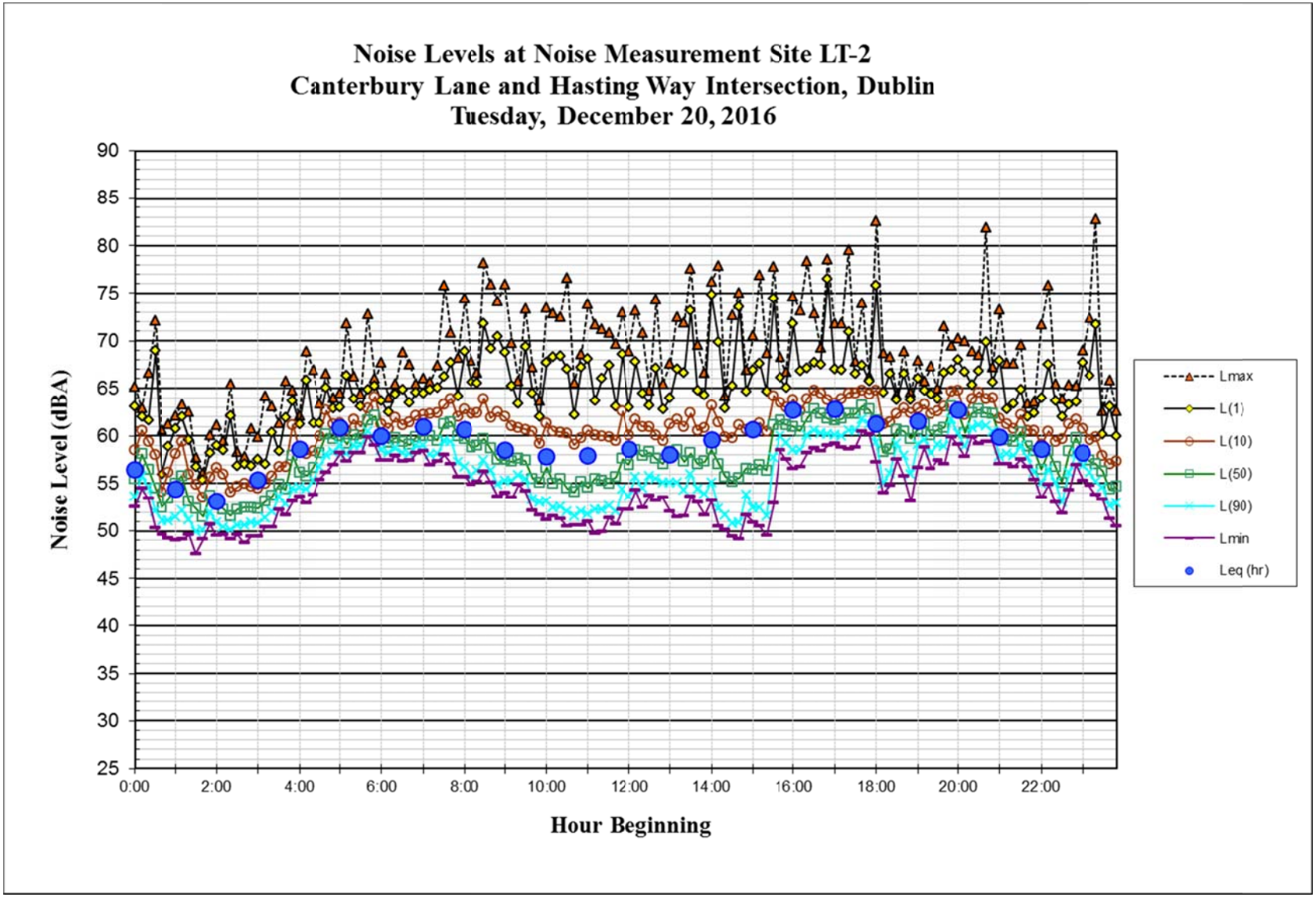
Noise Levels at Noise Measurement Site LT-2
Canterbury Lane and Hasting Way Intersection, Dublin
Tuesday, December 20, 2016
Noise Level (dBA)
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FIGURE 7

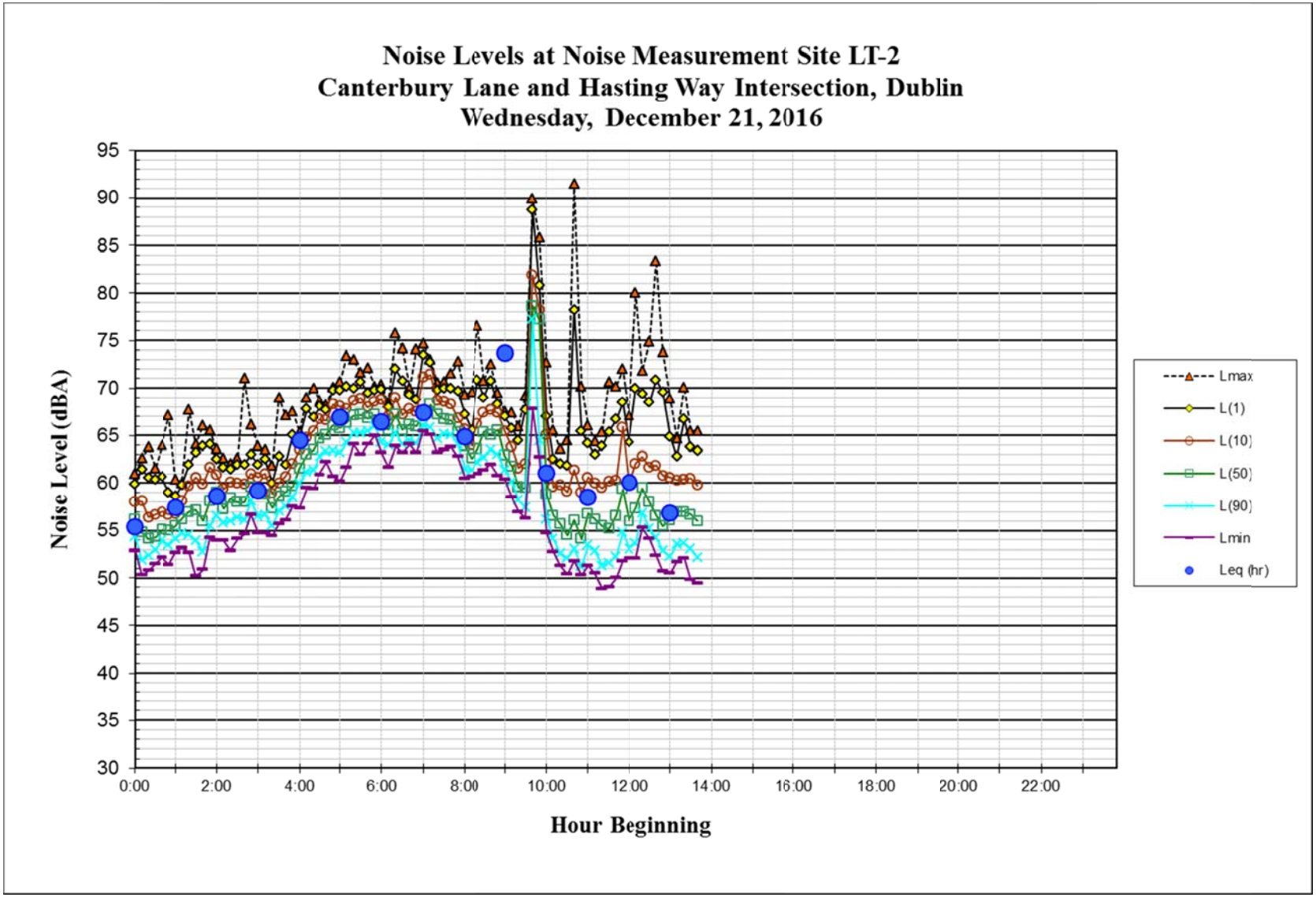
Noise Levels at Noise Measurement Site LT-2
Canterbury Lane and Hasting Way Intersection, Dublin
Wednesday, December 21, 2016
Noise Level (dBA)
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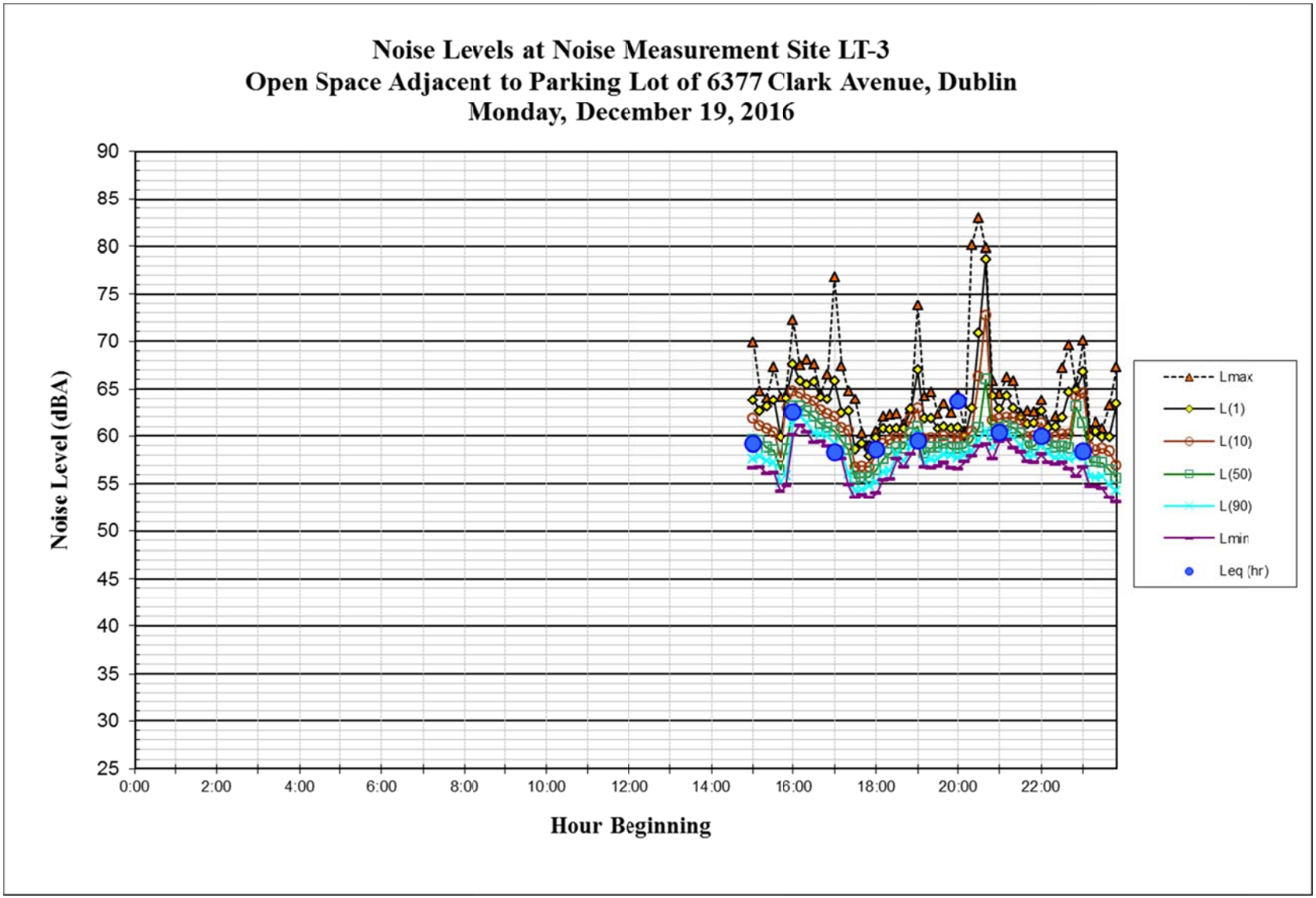
FIGURE 8


Noise Levels at Noise Measurement Site LT-3
Open Space Adjacent to Parking Lot of 6377 Clark Avenue, Dublin
Monday, December 19, 2016
Noise Level (dBA)
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Leq (hr)

FIGURE 9

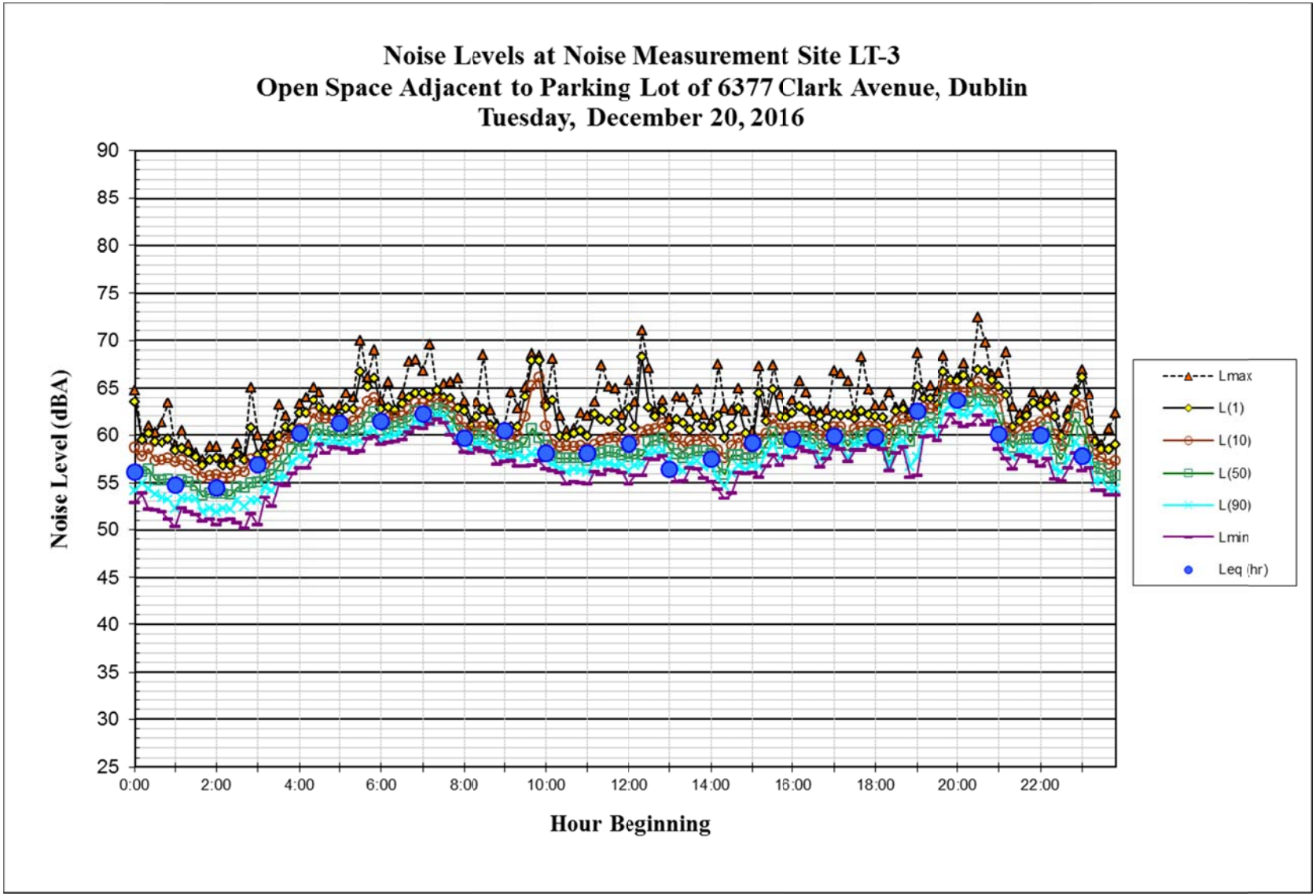
Noise Levels at Noise Measurement Site LT-3
Open Space Adjacent to Parking Lot of 6377 Clark Avenue, Dublin
Tuesday, December 20, 2016
Noise Level (dBA)
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FIGURE 10

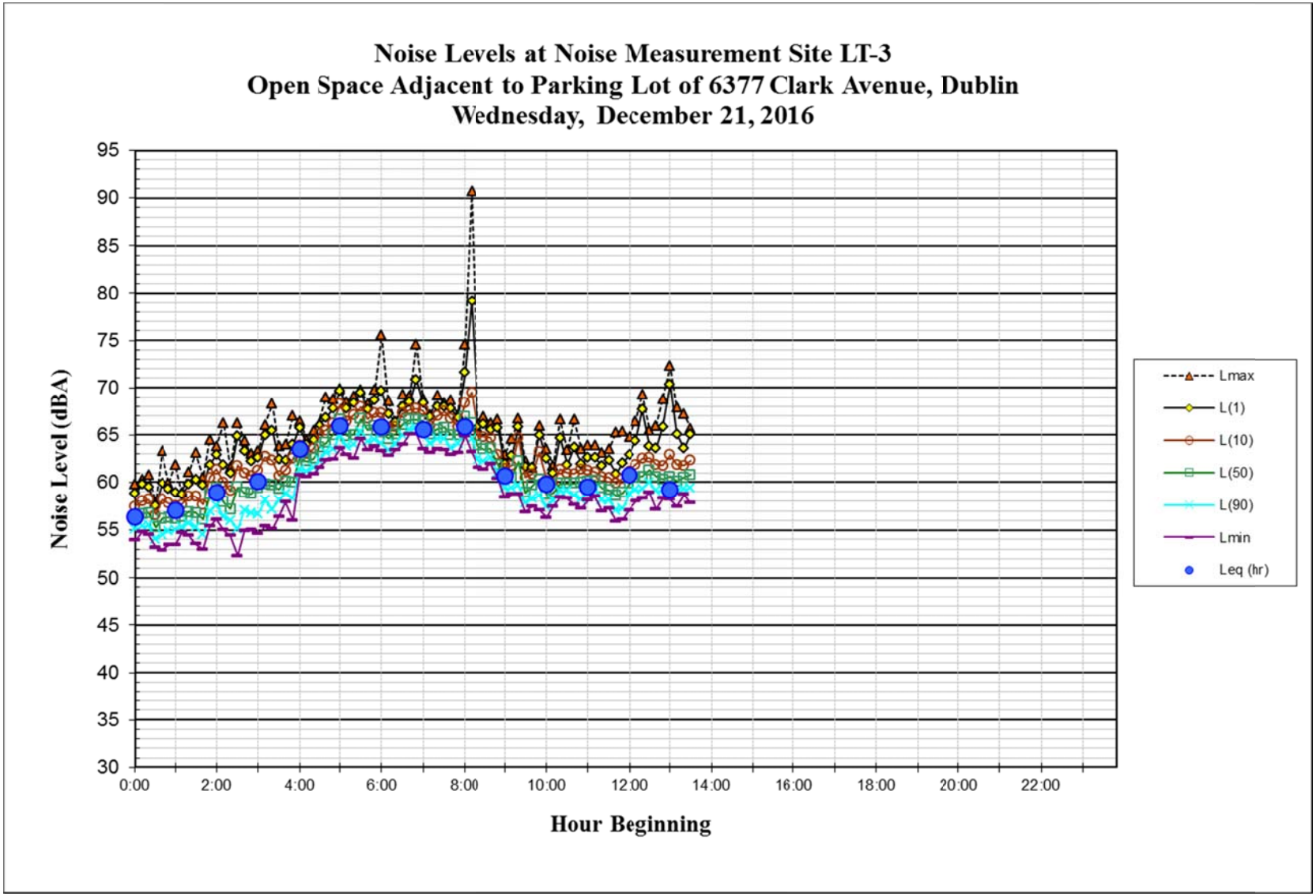
Noise Levels at Noise Measurement Site LT-3
Open Space Adjacent to Parking Lot of 6377 Clark Avenue, Dublin
Wednesday, December 21, 2016
Noise Level (dBA)
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TABLE 5 Summary of Short-Term Noise Measurements (dBA)

Noise Measurement Location (Date, Time)	L_{max}	$L_{(1)}$	$L_{(10)}$	$L_{(50)}$	$L_{(90)}$	$L_{eq(10)}$	DNL
ST-1: ~500 feet east of the center of Village Parkway (12/21/2016, 11:40-11:50 a.m.)	73	71	58	47	45	57	62
ST-2: ~160 feet east of the center of Village Parkway (12/21/2016, 12:00-12:10 p.m.)	65	64	63	59	55	60	65
ST-3: ~190 feet south of the center of Amador Valley Boulevard (12/21/2016, 12:30-12:40 p.m.)	59	57	55	53	50	53	58
ST-4: ~320 feet northwest of center of Dublin Boulevard (12/21/2016, 12:50-1:00 p.m.)	58	57	54	53	52	53	57
ST-5: ~ 660 feet east of Interstate 680 (12/21/2016, 13:20-13:30 p.m.)	68	67	66	65	64	65	69

Note: DNL values for short-term measurements were calculated based on a comparison with the long-term data.

NOISE IMPACTS AND MITIGATION MEASURES

Environmental Factors and Focused Questions for Determination of Environmental Impact	YES: Potentially Significant Impact	NO: Less Than Significant With Mitigation	NO: Less Than Significant Impact	NO: No Impact
a) 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.			**X**	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.			**X**	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.				**X**
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.		**X**		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.				**X**
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.				**X**

a) 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.

The City of Dublin has not adopted standards in the General Plan or noise ordinance applicable to the Project.

The City of Pleasanton has not adopted standards in the General Plan applicable to the Project. Section 9.04.100 of the Municipal Code establishes noise standards for construction equipment. Construction noise is acceptable if construction occurs within the allowable hours, and, either 1) no individual piece of construction equipment shall produce a noise level exceeding 83 dBA measured at distance of 25 feet, or 2) the noise level at any point outside of the property plane of the project shall not exceed 86 dBA. Construction equipment used for the project would include forklifts for pipeline material handling, backhoes for excavation, several diesel-powered pumps

and a generator, vacuum and pipeline inspection trucks, boiler trucks for preparation and installation of the CIPP liner, a paver, sweeper and roller to restore the pavement after construction. Noise levels produced by individual pieces of construction equipment are shown in Table 6.

TABLE 6 Typical Construction Equipment Noise Levels (Adjusted to 25 Feet)

Equipment	Noise Level (dBA)
Backhoe[1]	84
Forklift[1]	82
Dump Truck[1]	82
Pump – Engine (with noise attenuation)[2]	71
Paver[1]	83
Roller[1]	86
Seweeper[1]	88
Generator (with noise attenuation)[2]	60

Sources:[1] Roadway Construction Noise Model Users Guide, Federal Highway Administration, January 2006
[2] Manufacturer's Data: Pump – Generator based on Baker Corp 18 inch pump size, generator based on Multiquip Silent Diesel Generator - 11 kVA, 11 kW, 120/240V, 1-Phase portable generator.

Noise produced by several pieces of construction equipment associated with the project could exceed the allowable noise limit of 83 dBA at a distance of 25 feet from the equipment. Because the project is at the edge of the public right-of-way the equipment would be operating adjacent to the property plane. Noise levels would also exceed the 86 dBA noise limit at locations outside the property plane. The construction equipment that could exceed the noise limit is associated with the street work and pipe re-lining. These activities would only occur during the daytime and would only expose a particular residence or business to elevated noise for several days, typical of any utility work. While it is likely there will be equipment that produces noise in excess of the limits set forth in the ordinance, the environmental impact is less than significant, given the short-term nature of the work. The District should request an Exemption Permit to Section 9.04.100 from the City, pursuant to Section 9.04.110 of the Municipal Code.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

Construction equipment generates vibration in the ground when heavy equipment or impact tools are used. For structural damage, the California Department of Transportation recommends a vibration limit of 0.5 in/sec PPV for buildings structurally sound and designed to modern engineering standards, 0.3 in/sec PPV for buildings that are found to be structurally sound but where structural damage is a major concern, and a conservative limit of 0.08 in/sec PPV for ancient buildings or buildings that are documented to be structurally weakened. No ancient buildings or buildings that are documented to be structurally weakened adjoin the project site.

Conservatively, ground-borne vibration levels exceeding 0.3 in/sec PPV would have the potential to result in a significant vibration impact.

Table 6 presents typical vibration levels that could be expected from construction equipment at a distance of 25 feet. The use of a backhoe to dig trenches is the only piece of equipment with the potential to generate perceptible vibration outside of the work area. A backhoe digging a trench in the street generates a vibration level of less than 0.1 in/sec PPV at a distance of 25 feet. No structures are located within 25 feet of the work so structures would be exposed to vibration levels less than .1 in/sec PPV, below the 0.3 in/sec PPV threshold. This is a less than significant impact.

TABLE 6 Vibration Source Levels for Construction Equipment

Equipment		PPV at 25 ft. (in/sec)	Approximate L_v at 25 ft. (VdB)
Pile Driver (Impact)	upper range	1.158	112
	typical	0.644	104
Pile Driver (Sonic)	upper range	0.734	105
	typical	0.170	93
Clam shovel drop		0.202	94
Hydromill (slurry wall)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large bulldozer		0.089	87
Caisson drilling		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

Source: Transit Noise and Vibration Impact Assessment, United States Department of Transportation, Office of Planning and Environment, Federal Transit Administration, May 2006.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

The project would not include any permanent sources of community noise. There would be no impact.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

For construction noise, the potential for noise impacts was assessed by considering several factors, including the proximity of project-related noise sources to noise-sensitive land uses (i.e., "sensitive receptors"), typical noise levels associated with construction equipment, the potential for construction noise levels to interfere with daytime and nighttime activities, the duration that sensitive receptors would be affected, and whether proposed activities would occur outside the construction time limits or noise limits established in local ordinances.

For temporary construction noise, a "substantial" noise increase can be defined as an increase in noise levels which causes interference with activities normally associated with established nearby land uses during the day and/or night. As documented by the existing noise survey prepared for this analysis, the existing daytime noise environment in some project areas exceeds 60 dBA L_{eq}. In some areas, the existing nighttime noise environment exceeds 50 dBA L_{eq}, and in residential areas in the vicinity of the project, the nighttime background noise is typically in the range from 50 to 55 dBA L_{90}, resulting primarily from the freeways and major arterials in the area. One indicator that noise could interfere with daytime activities normally associated with residential land uses would be speech interference; whereas an indicator that noise could interfere with nighttime activities normally associated with residential uses would be sleep interference.

Speech interference is an indicator of an impact on daytime and evening activities typically associated with residential land uses, but which is also applicable to other similar land uses that are sensitive to excessive noise levels. A speech interference criterion, in the context of impact duration and time of day, is therefore used to identify substantial increases in ambient noise levels.

Noise generated by construction equipment could result in speech interference in adjacent buildings if the noise level in the interior of the building exceeds 45 to 60 dBA.[1] A typical building can reduce noise levels by 25 dBA with the windows closed (U.S. EPA, 1974). This noise reduction could be maintained on a temporary basis given the intermittent nature of the work. Assuming a 25 dBA reduction with the windows closed, an exterior noise level of 70 dBA (L_{eq}) at an adjacent building would maintain an acceptable interior noise environment of 45 dBA.

The duration of exposure at any given noise-sensitive receptor is also considered to determine the impact's significance. For purposes of this analysis, temporary exposure to noise during the daytime is generally not considered significant if it is for short durations of two weeks or less, even if the noise is above the thresholds discussed herein, which is based on the reasonable assumption that most people would expect and accept short-term noise associated with a nearby public works construction project in the public right-of-way.

Based on available sleep criteria data, an interior nighttime level of 35 dBA is considered acceptable (U.S. EPA, 1974). Assuming a 25 dBA reduction with the windows closed, an exterior noise level of 60 dBA at an adjacent building would maintain an acceptable interior noise environment of 35 dBA. With windows open, a typical house achieves an approximately 15-dBA outdoor to indoor reduction, and, therefore, an exterior noise level of 50 dBA (L_{eq}) would be required to maintain an acceptable interior noise environment of 35 dBA. Given the existing background noise levels in the residential areas in the vicinity of the project an exterior level of 55 dBA L_{eq} is an appropriate noise limit for nighttime construction noise.

[1] For indoor noise environments, the highest noise level that permits relaxed conversation with 100 percent intelligibility throughout the room is 45 dBA. Speech interference is considered to become intolerable when normal conversation is precluded at 3 feet, which occurs when background noise levels exceed 60 dBA. For outdoor environments, the highest noise level that permits normal conversation at 3 feet with 95 percent sentence intelligibility is 66 dBA (U.S. EPA 1974).

Construction of Bypass Pipe and Pipeline Repair

Construction of the proposed project is anticipated to occur from early June through September, 2017. It is estimated that construction will take about 120 days (6 weeks to install bypass pipeline and 10 weeks for CIPP). The work would occur during normal daytime hours. Construction equipment used for construction of the bypass and repair of the existing pipeline would include trucks to deliver the material, forklifts for pipeline material handling, backhoes for excavation, vacuum and pipeline inspection trucks, boiler trucks for preparation and installation of the CIPP liner, and a paver, sweeper and roller to restore the pavement after construction. This would be a linear construction process that would work its way along the pipeline route. Excavation using a backhoe would be necessary at street intersections and driveways. Otherwise, the bypass pipe would lay on the surface of the ground. Noise levels produced by the individual pieces of construction equipment were shown in Table 6.

As discussed above, the duration of exposure at any given noise-sensitive receptor is also considered to determine the impact's significance. For purposes of this analysis, temporary exposure to noise during the daytime would be considered to result in a less-than-significant impact if it is for short durations of two weeks or less, even if the noise is above the thresholds discussed herein, which is based on the reasonable assumption that most people would expect and accept short-term noise associated with a nearby public works construction project in the public right-of-way assuming best management practices. The following best management practices are assumed in this analysis:

- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.

- Unnecessary idling of internal combustion engines should be strictly prohibited.

- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used such that noise is deadened at a distance of 75 feet. Any enclosure openings or venting shall face away from sensitive receptors.

- Utilize "quiet" air compressors and portable electric generators and other stationary noise sources where technology exists.

- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.

- Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.

- For this project, the duration of the exposure from these construction activities at any noise sensitive receptor is expected to be one to three days during the construction of the bypass pipe, one to three days during the CIPP process, and one to three days to remove the pipe and repair the street.

Temporary Bypass Pump Noise

The bypass pipeline would extend from north of the intersection of Tamarack Drive and Village Parkway in the City of Dublin to the WWTP in the City of Pleasanton. There are eleven locations where temporary bypass pumps are required to pump the upstream flow around the pipelines to be rehabilitated. Figure 11 summarizes the locations of the bypass pumps. Locations 1 to 4 are surrounded with residential land uses. Land uses immediate to locations 5 to 11 are mixed, with commercial, medical, and hotel land uses.

There are two different types of pump packages proposed as part of the temporary bypass. Package 1 would include two pairs of pumps, one pair of 18-inch pumps to be used during high flows and the other pair of two 6-inch pumps during low flows. Each pair is composed of one pump in operation and one standby to provide reliability in the bypass system. Package 2 includes two 6-inch pumps, one used for 24-hour operation and one for standby. The pump on duty will run 24 hours a day until flow can be reinstated in the rehabilitated pipelines.

As discussed previously, a noise impact would occur at a residence if the exterior pump noise level would exceed 55 dBA. A noise impact would occur at non-residential land uses if the exterior pump noise would exceed 70 dBA. Exterior noise levels were calculated at the nearest receptor, where noise exposure would be the highest at each proposed bypass pump location. The results are summarized in Table 7. The noise levels at residences in close proximity to pump locations 1 through 4 are calculated to exceed the noise limit. Nearby receptors in the adjacent areas in all directions would also be exposed to noise levels that would exceed the noise level limit. Noise levels at the remaining pump locations were calculated to be below the noise limits.

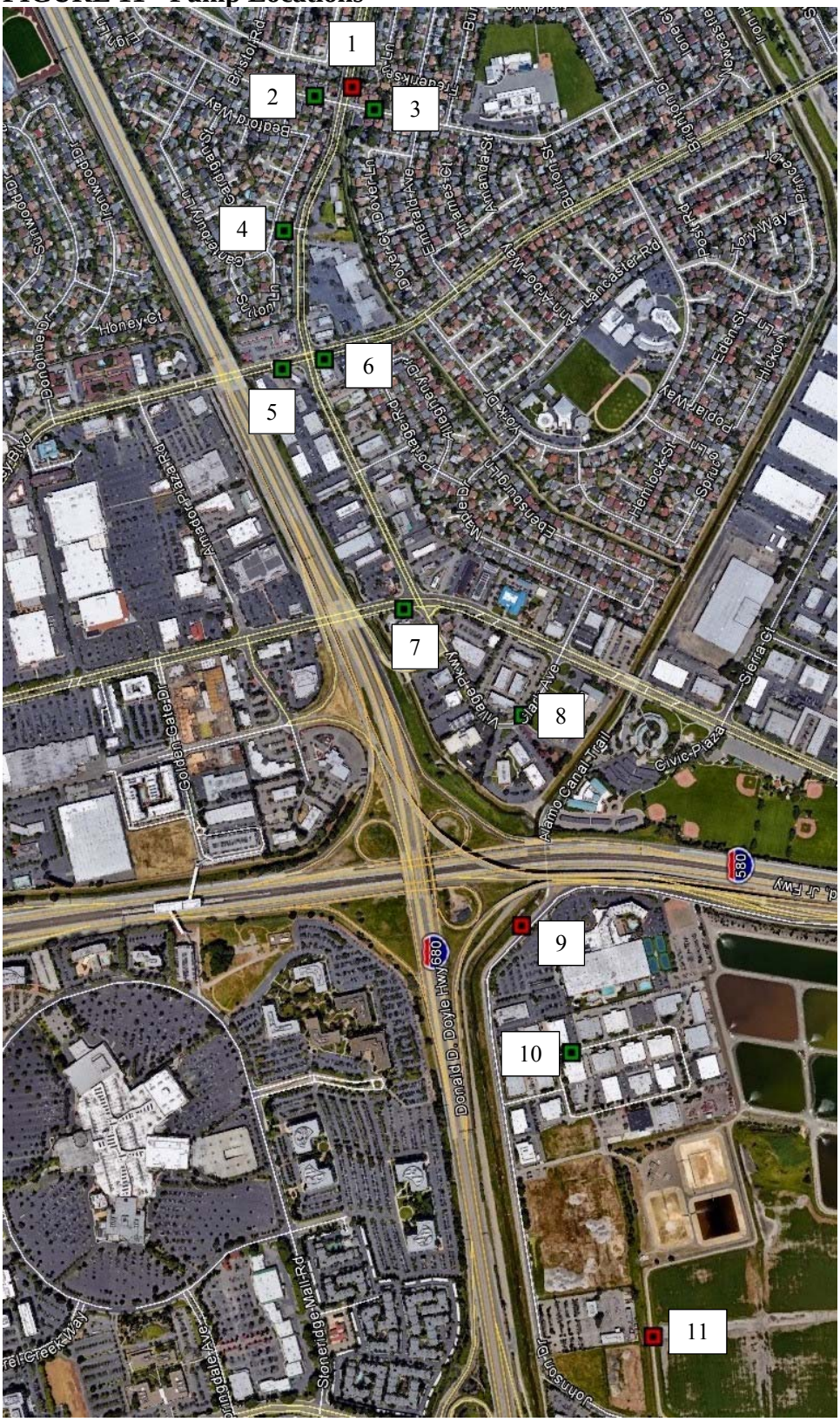
Mitigation: Temporary noise barriers shall be installed at pump locations 1-4. The barriers shall fully enclose the pumps and generator at each location and shall be located as close to the equipment as possible while also allowing for adequate ventilation. The noise barrier concept is shown on Figure 12. The barriers shall be both sound absorbing and sound blocking. The design of this measure is based on the use of quilted noise control blankets that have a Noise Reduction Coefficient (NRC) rating of at least 0.70 and Sound Transmission Class (STC) rating of at least 27. Each pump location was analyzed based on the pump packages being considered at the time of the preparation of this analysis. It was determined that a 12 foot high barrier was required. To be effective there can be no cracks or gaps in the face of the barrier and at the ground. Sections of the quilted blankets are typically joined together with Velcro on overlapping flaps to seal the cracks in the face and the blankets are attached to the base of the temporary supporting structure that is sealed at the ground with dirt or gravel. The results of the analyses are shown in Table 7. The final design of the noise barriers should be confirmed when equipment selections and locations have been finalized. The noise level after mitigation at each location is calculated to be at or below the noise level limit, mitigating the impact to a less-than-significant level.

TABLE 7 Summary of Bypass Pump Noise (dBA)

Pump Location	Pump Size[1] (inches)	Receiver Type	Distance from Receiver to Pump (feet)	Received Noise Level (dBA)[2]	Impact (✓)	Mitigated Noise Level[2]
1. Village Parkway, north of Tamarack Drive	18	Residential	80	**60**	✓	51-52
2. Tamarack Drive, west of Village Parkway	6	Residential	30	**65**	✓	54-55
3. Tamarack Drive, east of Village Parkway	6	Residential	30	**65**	✓	54-55
4. Hastings Way, corner of Canterbury Lane	6	Residential	20	**68**	✓	53-54
5. Amador Valley Boulevard, west of Village Parkway	6	Commercial	40	62-63		--
6. Amador Valley Boulevard, east of Village Parkway	6	Commercial	20	68		--
		Residential	225	47		--
7. Dublin Boulevard, west of Village Parkway	6	Commercial	65	58		--
		Residential	560	39		--
8. Clark Avenue, east of Village Parkway	6	Medical	90	55		--
9. Johnson Drive	18	Commercial[3]	270	50		--
10. Commerce Circle	6	N/A	--	--		--
11. East of Johnson Drive	18	N/A	--	--		--

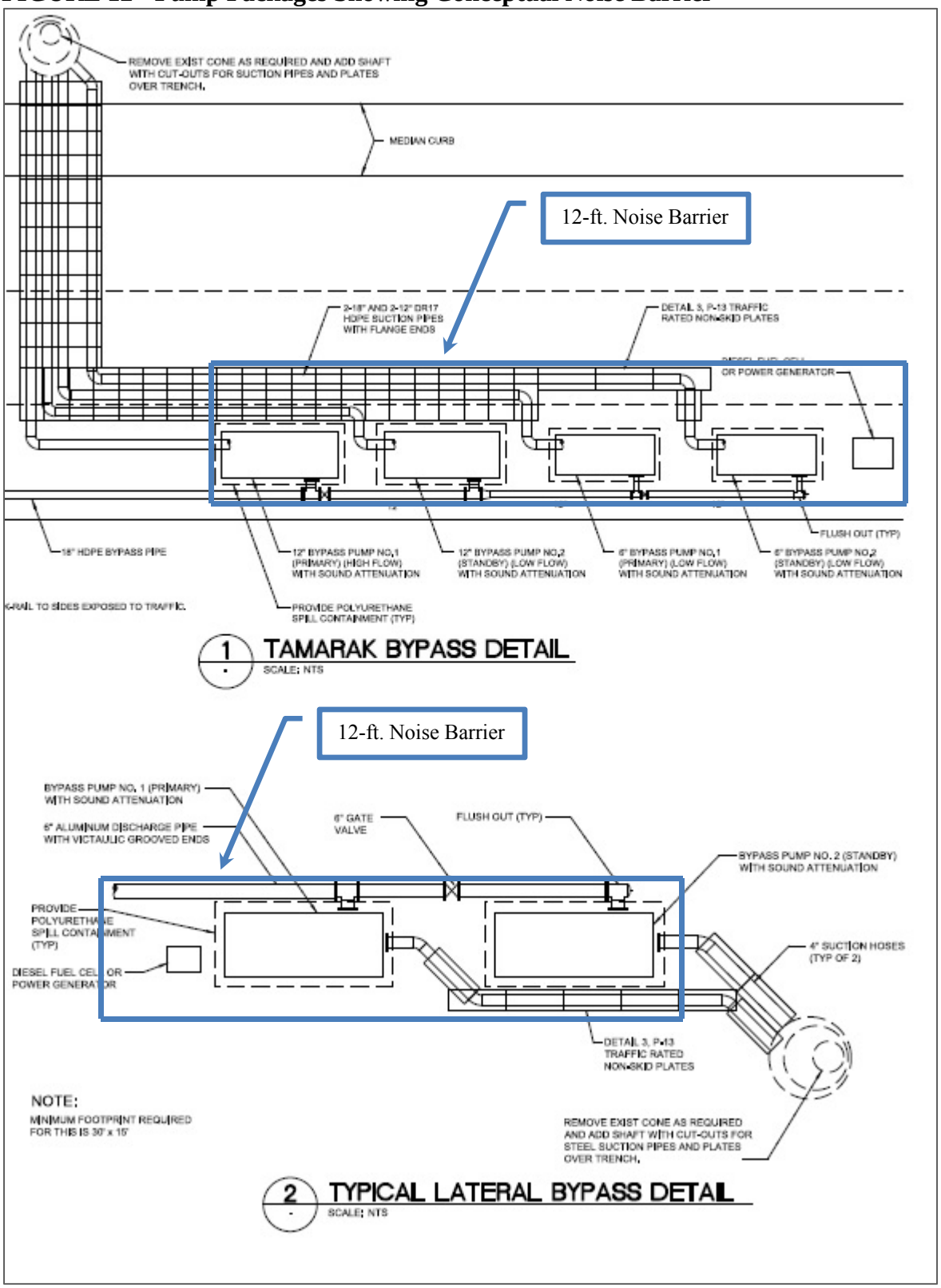
[1]: Pump noise levels at 23 feet; 71dBA for 18" pump, 67 dBA for 6" pump. Generator noise level at 23 feet; 60 dBA.
[2]: Levels over the 55 dBA residential threshold and the 70 dBA commercial threshold are shown in bold font
[3]: This land use category is a commercial special use, in this case, a hotel

FIGURE 11 Pump Locations



Source: Google Earth 2017.

FIGURE 12 Pump Packages Showing Conceptual Noise Barrier



Dublin San Ramon Services District
Summary & Recommendation

Item 9.E.
Meeting Date: April 4, 2017

TITLE: Review and Provide Direction on Draft 2017 Strategic Plan

RECOMMENDATION:

Staff recommends the Board of Directors review and provide direction on the draft 2017 update of the Five-Year Strategic Plan, and direct staff to bring the Strategic Plan to the Board for final approval on May 16th.

SUMMARY:

On March 7th the Board of Directors held a Strategic Plan Workshop on the proposed 2017 update of the Five-Year Strategic Plan. The Board accepted the preliminary staff proposal with two revisions. Staff has reflected on the input from the Board in the Strategic Plan, and has refined the original preliminary proposal into a first draft of the Strategic Plan.

The next step is for the Board to provide final direction in the development of the Strategic Plan, and to review the resources necessary to proceed with the goals of the Strategic Plan. The attached staff report reviews the Board's last direction on the Strategic Plan from the March 7th workshop, and provides staff analysis and recommended clarification on the changes. Additionally, the staff report gives an overview of the resources that will be needed to implement the Strategic Plan. Attachment 1 is a first draft of the Strategic Plan showing redline changes from the March 7th preliminary draft version. Attachment 2 is a clean copy of the first draft of the Strategic Plan, as recommended by staff.

The 2017 Update of the Strategic Plan is a five-year plan, and resources will be necessary to address the items at various times in that five-year window (and beyond). Staff requests direction on the Strategic Plan, and that the Board direct staff to bring a final draft of the Strategic Plan to the May 16th Board meeting for final approval. Resources that will be needed in FYE 2017 and FYE 2018 to implement the Strategic Plan will be reflected in the draft budget presented at the May 16th Regular Board Meeting.

Originating Department: Executive Services	**Contact: D. McIntyre**	**Legal Review: Not Required**
Cost: $0	**Funding Source: N/A**	
Attachments: ☐ None ☒ Staff Report ☐ Resolution ☐ Ordinance ☐ Task Order ☐ Proclamation ☒ Other (see list on right)	**Attachment 1 – 2017 Draft Strategic Plan (Redline version for March 7th Workshop)** **Attachment 2 – 2017 Draft Strategic Plan (Clean recommended version)**	

STAFF REPORT

District Board of Directors
April 4, 2017

Review and Provide Direction on Draft 2017 Strategic Plan

BACKGROUND

On March 7th the Board provided direction on a proposed 2017 update of the Five-Year Strategic Plan. Staff presented a preliminary proposal to the Board consisting of eight major goals and twelve focused milestones. The Board accepted the preliminary staff proposal with two revisions, and noted that all eight major goals were of equal importance to the District.

The first Board revision was that an additional "Vision Statement" be added to emphasize that as DSRSD approaches buildout there would be a reduction and/or transfer of staff resources. The second Board revision was to revise one of the milestones for implementing an integrated recycled and potable water program pertaining to obtaining new water sources.

DISCUSSION

Staff has refined and polished the original preliminary proposal of the five year Strategic Plan, as well as incorporated the Board's comments and direction. Changes from the March 7th draft are show in Attachment 1 to the Summary and Recommendation in "track changes" form. A clean draft of staff's recommended version of the Five-Year Strategic Plan is Attachment 2 to the Summary and Recommendation. In response to the Board's direction, staff has made the following changes:

<u>Vision Statement "G" (staffing as community approaches buildout) added</u>

The last vision statement has been added to the list to address staffing changes as development approaches buildout in the communities we serve. It should be noted that information we have from the City of Dublin and the City of San Ramon indicates that significant development remains prior to buildout, and it may take 8-10 years to approach that milestone. If development continues as anticipated by Dublin and San Ramon, the buildout stage will not be reached until well after the five-year horizon of the 2017 Update of the Strategic Plan.

It should be noted that of the District's currently approved 113 Full-Time Equivalent (FTE) positions, only five positions are dedicated to support development directly, and there are portions of three other positions that are partially supportive of development. There are an additional four positions dedicated in part to capital project management that serve both new development and capital replacement needs. Staff anticipates that these latter four project manager positions will transition exclusively to serving the Asset Management Program over a number of years. The remaining positions in the Administrative Services Department and the Operations Department, as well as other miscellaneous units, are serving on-going business needs, and are not anticipated to be reduced as a result of declining development as the District approaches buildout in its service area. Additionally, there may be some additional resources needed in future years to serve operational needs as our infrastructure ages, and therefore there is the potential to convert development serving positions to operational positions over time.

Staff currently anticipates that the District's staffing after buildout will be approximately 115 – 120 FTE, although administrative efficiencies and changes in Board priorities might allow for this number to be reduced by 1-5 FTE.

Attachment 1 to this staff report is a summary of actual and estimated development activity in the District's service area over the 20-year window of 2007 – 2027, on a dwelling unit equivalent basis.

Recycled water resources reference modified

The second substantive change requested by the Board to the preliminary five-year Strategic Plan was to eliminate the distinction between recycled water and potable water in the second bullet point of Goal #6 pertaining to developing an integrated water program. The original statement presented by staff was to "obtain new **recycled** water sources to meet long-term demands," which is becoming more critical to DSRSD in the short-term. By striking the word "recycled" from that clause as suggested by the Board, the emphasis on finding recycled water sources in the short-term shifts to finding all types of water sources (potable and recycled) over a longer-time frame. Staff recommends that the shorter-term emphasis of this statement remain focused on recycled water and that the change not be made.

Moreover, the District does not have the ability by itself to develop most potable water supplies within the five-year horizon of the 2017 Strategic Plan Update. DSRSD remains obligated to purchasing most of its potable water from Zone 7 for another seven years under the District's contract with Zone 7. For the shorter term, Zone 7 has primary responsibility for obtaining potable water supplies for the Tri-Valley. Therefore, in lieu of implying that DSRSD will implement potable water supplies outside the scope of its contract with Zone 7 (that lasts through 2024), staff proposes that an additional statement be added as a supporting statement to Goal #6: "*Support and encourage our Tri-Valley partners in the development of a more diversified and resilient water supply.*"

These two staff suggested revisions to the Board's direction on March 7th are shown in Attachment 1 to the Summary and Recommendation as "Recommended Alternative Language for 6th Goal sub points," contained within a text box for clarity.

Other staff suggested revisions (not directed by the Board on March 7th):

There are a number of refinements and clarifications that staff proposes to the draft Strategic Plan, as summarized following:

- The Mission Statement is streamlined, but without any change in direction or meaning. Shortening the Mission Statement will make for more convenient and concise presentation in various District communications with the public and on the web page.
- The Vision Statements are reworded slightly to be more active in style.
- Two clarifying revisions are made to the bullet points under the first Strategic Goal. Specifically, there is new emphasis on the idea of preventative maintenance, as well as developing a 10-year operating plan to match the planning horizon of our 10-year capital plan.
- The definition of recycled water has been modified slightly in the sixth Strategic Goal to refer to "tertiary treated recycled water" rather than "classic recycled water."
- The potential addition of detailed milestones under the seventh Strategic Goal is omitted, given the early stages of development of this program. Some details are not yet well understood as we proceed with implementation. It may be appropriate to add these details with the next update of the Strategic Plan in 2019.

Overview of resources needed to proceed with the Strategic Plan Goals and details:

The 2017 Update of the Strategic Plan is a five-year plan, and resources will be necessary to address the items at various times in that five-year window (and beyond). It is not necessary that resources be provided at the beginning of the five-year window, or throughout the five-year window. For example, the timing of some of the goals may fall outside the next biannual budget period. Moreover, the Board may defer committing resources, or altering the scope of the some of the goals in order to match goals and resources over time. Decisions on resources provided to implement the Strategic Plan will be considered with the two-year budget cycle on three occasion:

1. In the May 2017 Workshop for the FYE 2018 – FYE 2019 two-year budget
2. In 2019 with the FYE 2020 – FYE 2021 two-year budget
3. In 2021 with the FYE 2022 – FTE 2023 two-year budget

Additionally, the Board may allocate resources at mid-cycle budget adjustments, or through supplemental appropriations throughout the year, as opportunities and challenges arise with the Strategic Plan objectives.

Following is a summary of resources that staff anticipates will be needed to proceed with the 2017 Strategic Plan.

Goal #1 – Develop a fully integrated Asset Management Program as the backbone of a cohesive business management strategy.

For the capital portion of the Asset Management Program:

- $300,000 - $1,000,000 more per year for the Local Wastewater Replacement Program (Fund 210), through a phased "ramp up" program, and possibly escalating higher over the next 10 – 15 years (significant rate impact)
- $1,000,000 to $2,000,000 more per year for the Regional Wastewater Replacement Program (Fund 310), through a phased "ramp up" program over the next five to ten years (modest rate impact)
- No additional resources needed for the Water Replacement Program (Fund 610). The long-term capital rehabilitation and replacement program is well funded (no rate impact)

The impact on Local and Regional Wastewater Rates will be reviewed by the Board on April 18th, when the Board receives a report on the pending five-year Local and Regional Rate Study (2017 -2022).

For the preventative maintenance portion of the Asset Management Program:

Additional staffing will be needed for a number of operational and maintenance programs, to shift from a program of emergency/unscheduled repairs to a structured, efficient program of preventative maintenance on our various classes of assets. The following Full-Time Equivalent (FTE) positions are currently anticipated:

- 2 FTE for the Local Wastewater Enterprise Program (significant rate impact)
- 3 FTE for the Regional Wastewater Enterprise Program (modest rate impact)
- 2 FTE for the Water Enterprise Program (no material rate impact)

The impact on Local and Regional Wastewater Rates will be reviewed by the Board on April 18th, when the Board receives a report on the pending five-year Local and Regional Rate Study (2017 -2022).

Goal #2 – Develop and maintain a highly qualified workforce to ensure a continuously high performing organization with sufficient resilience and redundancy to thrive in the face of staffing transitions.

The Senior Management Team will place greater emphasis on internal training, coaching, and mentoring, to build the strength of the District's team in the face of staffing transitions arising from a wave of retirements that began recently and will continue for the next five years. These resources already exist in the budget, but represent a shifting in managerial and administrative priorities. The following will be needed from the Board:

- Additional training District-wide – An increase in training from $150,000 a year to $200,000 per year District-wide

Goal #3 – Work collaboratively with other agencies in the Tri-Valley to improve service quality and efficiency.

- This goal will be advanced at a measured pace with existing staffing and budgetary resources. In light of previous Board discussions, no major new initiatives are proposed within the five-year period of the Strategic Plan. Specifically, incremental progress on collaborations through the Tri-Valley Intergovernmental Reciprocal Services Agreement will proceed.

Goal #4 – Revitalize and renew our business practices and procedures.

- No additional resources are needed to proceed with this goal. Existing resources will be reallocated and this goal will be prioritized in the regular workflow. Resulting streamlining of various processes will allow for a nimble reallocation of resources to meet new challenges and opportunities facing the District in future years.

Goal #5 – Enhance our ability to respond to emergencies and maintain business continuity.

- To accelerate this program, consultant staffing would be helpful. However, staff recommends proceeding with incremental progress over the next two years with existing staffing, and reconsidering resources for this goal with the FYE 2020 budget.

Goal #6 – Develop and implement an integrated recycled and potable water program that meets the objectives of the District's water supply policy.

- Current staff resources will be reallocated to this activity to prioritize it. Additional consultant assistance in the amount of $150,000 per year over a five-year period will be needed to move this goal in an active manner. Special effort will be devoted to developing a solid foundation for the 2020 Urban Water Management Plan which guides our water supply planning and implementation for the 2021 – 2025 timeframe.

Goal #7 – Aggressively develop an electronic records management program.

- An additional $150,000 - $200,000 per year for a two-year period will be necessary. Some of this cost may be offset through program savings. More detail on the "net resources" needed will be presented to the Board at the May 16th budget workshop.

Goal #8 – Diversify our bio-solids management practices to address economic opportunities and regulatory challenges.

- Funds for this goal have already been budgeted. No additional resources are necessary.

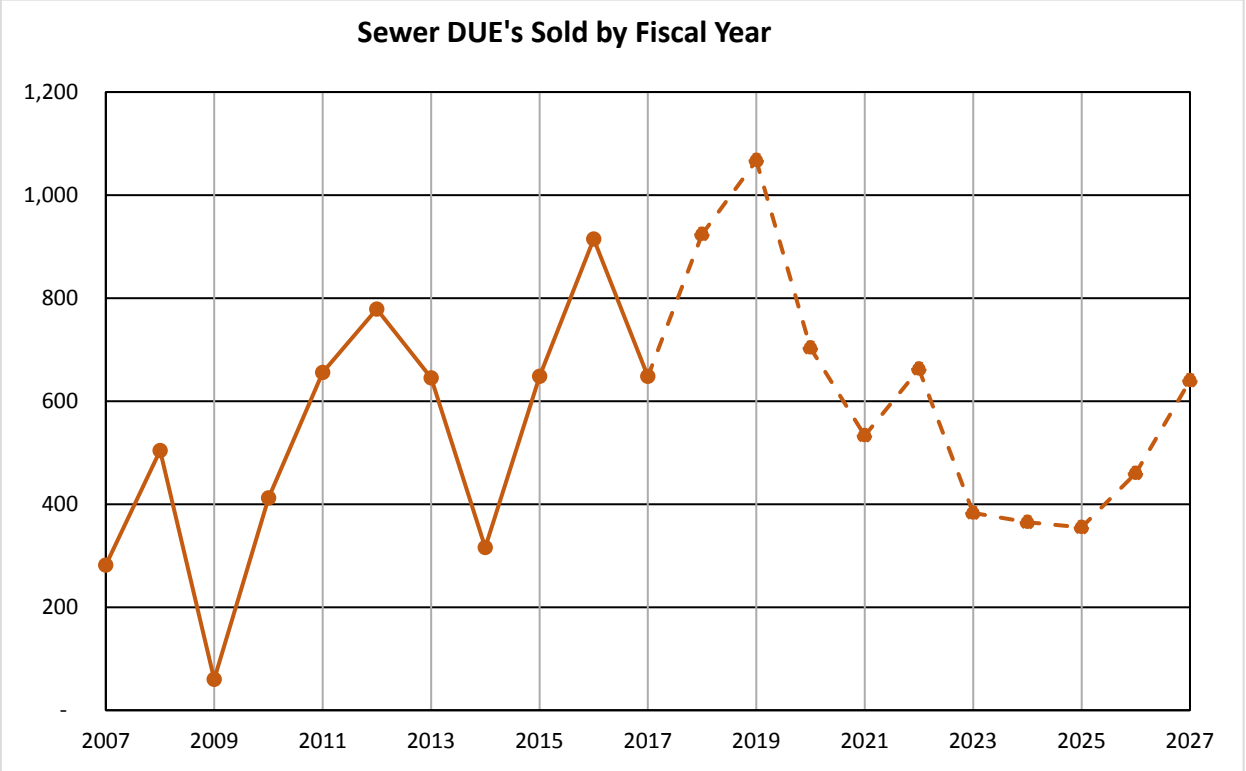
Staff will bring a final draft of the Strategic Plan to the Board for consideration and approval at the May 16th Board meeting, concurrently with the operating and capital budgets.

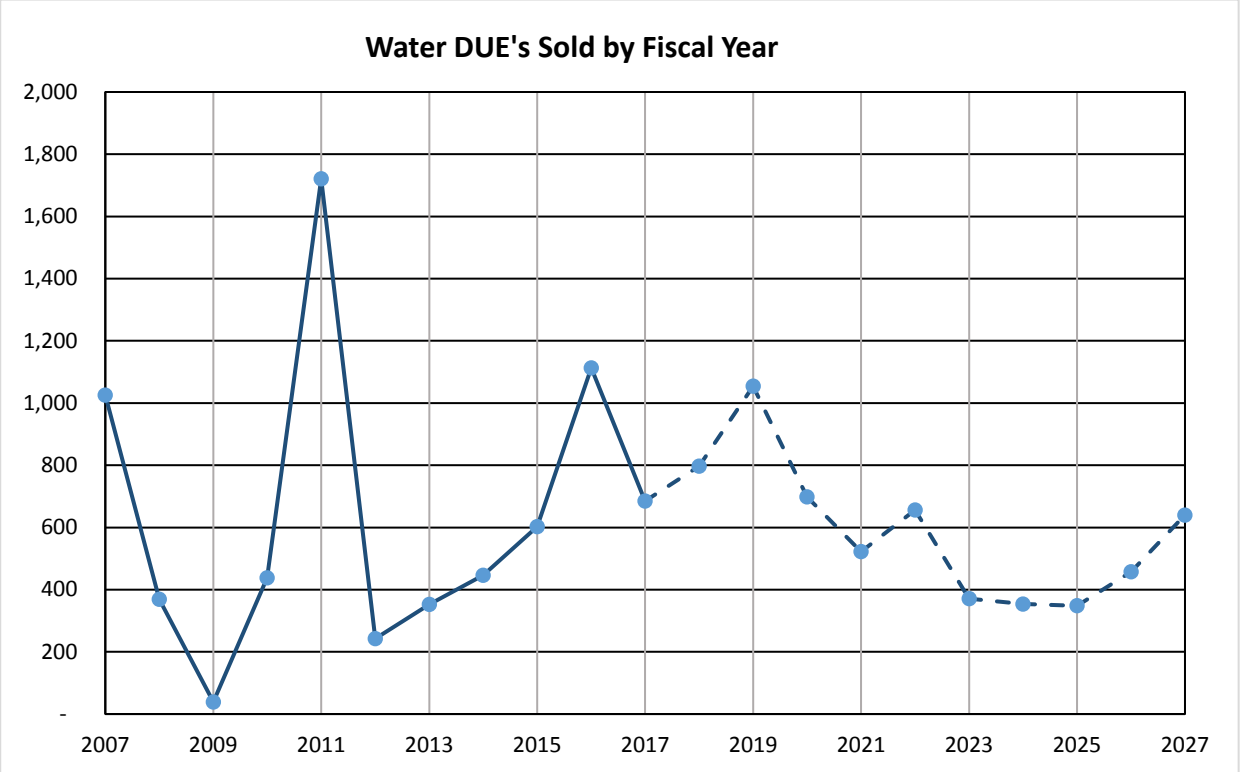
RECOMMENDATION

Staff recommends that the Board provide direction on the 2017 Draft Strategic Plan, including accepting staff's alternative wording for Strategic Goal #6. The final draft of the Strategic Plan will be considered by the Board at the May 16th Board meeting.

Attachment: Actual and Estimated Development Activity Summary (DUE'S) 2007 - 2027

ACTUAL AND ESTIMATED
DEVELOPMENT ACTIVITY SUMMARY
FYE 2007 - 2027





2017 DRAFT STRATEGIC PLAN

MISSION STATEMENT, VISION STATEMENT, GOALS

Mission Statement: ~~Our mission is to p~~Provide reliable and sustainable water, recycled water, and wastewater services ~~to the communities we serve~~ in a safe, efficient, and environmentally responsible manner.

Vision Statements:

A. ~~We will e~~Enhance ~~our~~ resiliency in our capabilities in the face of staffing transitions

B. ~~We will be p~~Proactively ~~in~~ maintain~~ing~~ our financial stability and sustainability

C. ~~We will u~~Use technology to improve operations and efficiency

D. Lead innovation in the water, wastewater, and recycling industry in an economically prudent manner ~~We will continue as an economically prudent innovation leader in the water, wastewater, and recycling industry~~

E. ~~We will be a~~ Demonstrate leadership in engendering productive collaborations and partnerships in the Tri-Valley

F. ~~We will d~~Develop a more reliable water supply ~~for the communities we serve~~

~~F.~~G. When our communities approach buildout, reduce development-related staffing appropriately and reallocate resources to address long-term Asset Management needs

Strategic Goals and Action Items:

1. Develop a fully integrated Asset Management Program as the backbone of a cohesive business management strategy

   - Integrate CIP planning and operations/maintenance activities to optimize life-cycle costs (including a greater emphasis on preventative maintenance in our operations)
   - Develop long-term (10 year) financial models to guide future operating budgets and rate studies
   - Continuously match District staffing to business needs, reallocating resources as necessary to address new challenges and opportunities

2. Develop and maintain a highly qualified workforce to ensure a continuously high performing organization with sufficient resilience and redundancy to thrive in the face of staffing transitions.

3. Work collaboratively with other agencies in the Tri-Valley to improve service quality and efficiency

    - Explore creative service delivery strategies, including expanded use of the Tri-Valley Reciprocal Services Agreement

4. Revitalize and renew our business practices and procedures

    - Fully utilize information technology tools available to us and make additional financial investment in information systems.
    - Update our financial, human resources, safety, and operational practices and procedures

5. Enhance our ability to respond to emergencies and maintain business continuity.

6. Develop and implement an integrated recycled and potable water program that meets the objectives of the District's water supply policy

    - Complete a feasibility study for a Tri-Valley advance purification project and implement a joint Tri-Valley strategy
    - Obtain new ~~recycled~~ water sources to meet long-term demands
    - Develop strategy for balancing limited water resources to appropriately balance tertiary treated~~classic~~ recycled water and advanced purified water needs
    - Complete a 2020 Urban Water Management Plan that creates a blueprint for improving long-term water supply reliability
    - Cooperate with our partners in the Tri-Valley in development of further water recycling

    Recommended Alternative Language for 6th Goal subpoints:

    - Complete a feasibility study for a Tri-Valley advance purification project and implement a joint Tri-Valley strategy
    - Obtain new ~~recycled~~ recycled water sources to meet long-term demands
    - Develop strategy for balancing limited water resources to appropriately balance tertiary treated recycled water and advanced purified water needs
    - Complete a 2020 Urban Water Management Plan that creates a blueprint for improving long-term water supply reliability
    - Cooperate with our partners in the Tri-Valley in development of further water recycling
    - Support and encourage our Tri-Valley partners in the development of a more diversified and resilient water supply.

7. Aggressively develop an electronic records management program

    - ~~Achieve milestones in the implementation of an ECMS and related systems (***NOTE: Milestones to be developed***).~~

8. Diversify our bio-solids management practices to address economic opportunities and regulatory challenges

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2017 DRAFT STRATEGIC PLAN

MISSION STATEMENT, VISION STATEMENT, GOALS

Mission Statement:

Provide reliable and sustainable water, recycled water, and wastewater services in a safe, efficient, and environmentally responsible manner.

Vision Statements:

A. Enhance resiliency in our capabilities in the face of staffing transitions
B. Proactively maintain our financial stability and sustainability
C. Use technology to improve operations and efficiency
D. Lead innovation in the water, wastewater, and recycling industry in an economically prudent manner
E. Demonstrate leadership in engendering productive collaborations and partnerships in the Tri-Valley
F. Develop a more reliable water supply
G. When our communities approach buildout, reduce development-related staffing appropriately and reallocate resources to address long-term Asset Management needs

Strategic Goals and Action Items:

1. Develop a fully integrated Asset Management Program as the backbone of a cohesive business management strategy

   - Integrate CIP planning and operations/maintenance activities to optimize life-cycle costs (including a greater emphasis on preventative maintenance in our operations)
   - Develop long-term (10 year) financial models to guide future operating budgets and rate studies
   - Continuously match District staffing to business needs, reallocating resources as necessary to address new challenges and opportunities

2. Develop and maintain a highly qualified workforce to ensure a continuously high performing organization with sufficient resilience and redundancy to thrive in the face of staffing transitions.

3. Work collaboratively with other agencies in the Tri-Valley to improve service quality and efficiency

    - Explore creative service delivery strategies, including expanded use of the Tri-Valley Reciprocal Services Agreement

4. Revitalize and renew our business practices and procedures

    - Fully utilize information technology tools available to us and make additional financial investment in information systems.
    - Update our financial, human resources, safety, and operational practices and procedures

5. Enhance our ability to respond to emergencies and maintain business continuity.

6. Develop and implement an integrated recycled and potable water program that meets the objectives of the District's water supply policy

    - Complete a feasibility study for a Tri-Valley advance purification project and implement a joint Tri-Valley strategy
    - Obtain new recycled water sources to meet long-term demands
    - Develop strategy for balancing limited water resources to appropriately balance tertiary treated recycled water and advanced purified water needs
    - Complete a 2020 Urban Water Management Plan that creates a blueprint for improving long-term water supply reliability
    - Cooperate with our partners in the Tri-Valley in development of further water recycling
    - Support and encourage our Tri-Valley partners in the development of a more diversified and resilient water supply

7. Aggressively develop an electronic records management program

8. Diversify our biosolids management practices to address economic opportunities and regulatory challenges

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