

UNIVERSITY OF CALIFORNIA

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February 10, 2011

The Honorable Bob Blumenfield  
Vice Chair, Joint Legislative Budget Committee  
1020 N Street, Room 553  
Sacramento, California 95814

Dear Assembly Member Blumenfield:

Pursuant to Section 67504 of the Education Code, I am pleased to enclose the University of California's report to the Legislature on *Mitigation of Off-Campus Impacts for Current Projects*.

If you have any questions regarding this report, Associate Vice President Debora Obley would be pleased to speak with you. She can be reached by telephone at (510) 987-9112, or by e-mail at [Debora.Obley@ucop.edu](mailto:Debora.Obley@ucop.edu).

With best wishes, I am,

Sincerely yours,

A handwritten signature in black ink, appearing to read "Mark G. Yudof".  
Mark G. Yudof / ✓  
President

Enclosure

cc: Mr. Gregory Schmidt, Secretary of the Senate  
Ms. Jody Martin, Joint Legislative Budget Committee  
Ms. Tina McGree, Legislative Analyst's Office  
Ms. Amy Leach, Office of the Chief Clerk of the Assembly  
Ms. Diane Anderson, Legislative Counsel Bureau  
Executive Vice President Nathan Brostrom  
Vice President Patrick Lenz  
Associate Vice President and Director Steve Juarez  
Associate Vice President Debora Obley  
Associate Vice President Deborah Wylie  
Executive Director Jenny Kao

**Report on Mitigation of Off-campus Impacts for Current Projects**

March 2011

Legislative Report

**An investment in UC pays  
dividends far beyond what  
can be measured in dollars.  
An educated, high-achieving  
citizenry is priceless.**

UNIVERSITY *of* CALIFORNIA

## UNIVERSITY OF CALIFORNIA

### Report on Mitigation of Off-campus Impacts for Current Projects

## INTRODUCTION

Assembly Bill 1182 was signed by the Governor on October 11, 2009 and became effective on January 1, 2010. AB 1182 adds Section 67504 to the Education Code, which reads in part:

“Section 67504. (b)(1) The Legislature further finds and declares that the expansion of Campus enrollment and facilities may negatively affect the surrounding environment. Consistent with the requirements of the California Environmental Quality Act (CEQA), it is the intent of the Legislature that the University of California sufficiently mitigate significant off-campus impacts related to campus growth and development.

(2) On or before March 1 of each year from 2010 to 2012, inclusive, the University of California is requested to report for each campus on the status of implementation, including the implementation dates where applicable, of mitigation measures for significant off-campus impacts identified consistent with the requirements of CEQA, including those that require fair share payments to local agencies. The report shall identify the status of fair share mitigation agreements with and payments to local agencies for mitigation of off-campus impacts that are required in certified EIRs. The report should also list any monetary or equivalent in-kind payments to local agencies made by the campuses for the mitigation of off-campus impacts that do not involve fair share language in CEQA documents and that have been implemented under other arrangements. For those significant off-campus impacts that have been triggered but have not been sufficiently mitigated, the university shall report on the additional steps that are being taken to reach a resolution.”

Consistent with the requirements set forth in Education Code Section 67504, the University of California (UC or University) presents this fourth annual report on Mitigation of Off-Campus Impacts for Current Projects. The report is organized as follows:

- **PART 1 Executive Summary**
- **PART 2 Summary of Mitigation Commitments for Current Projects by Campus**
- **PART 3 Key Concepts and Terminology**
  - Long Range Development Planning
  - CEQA Mitigations for Off-Campus Impacts
    - Has the Impact Occurred?
    - Types of Mitigations
    - Impact Avoidance
  - Timing of Environmental Analysis
  - Relationships with Local Communities
  - Non-CEQA Categories of Commitments and Obligations
- **APPENDIX**  
**Table 1 – Current Projects:** Status of UC Commitments to Mitigate Off-Campus Impacts by Campus

## PART 1 – EXECUTIVE SUMMARY

This report details the mitigations that the University has committed to implement to reduce the significance of off-campus impacts. The report includes the status of mitigation commitments for current projects for the period July 1, 2009 through June 30, 2010.

The University's commitments to mitigate off-campus impacts of campus development can be categorized in a number of ways, listed below.

1. Off-campus impacts associated with implementation of University Long Range Development Plans (LRDPs) and individual capital projects are identified through the environmental review process governed by the California Environmental Quality Act (CEQA). Impacts are reduced or avoided through **CEQA mitigation commitments** adopted by the University that may include measures that obligate the University to:
  - *take action for individual UC projects*, such as dust control;
  - *fund its own programs to reduce or avoid off-campus impacts*, such as Transportation Demand Management; and
  - *contribute funding or other University resources to another jurisdiction for improvements* (such as the installation of a traffic signal at an off-campus location), *programs or other mechanisms to reduce off-campus impacts*.
2. University campuses develop **voluntary agreements**, outside the CEQA process, with local communities for projects or studies that are mutually beneficial and which both parties may agree to fund.
3. **Settlement agreements** resolving disputes with local communities may include a University commitment to contribute funding for off-campus impacts which the CEQA process did not identify as significant impacts.
4. Every campus is subject to a wide variety of state and federal **regulations** which may require mitigation action on the part of the University.
5. **Payment for certain services and utilities** supplied to the campus may be embodied in agreements with local providers and, as dictated by state statute, the University and local jurisdictions are required to negotiate the University's payment of capital facilities fees for expansion of utility infrastructure.

Implementation actions for CEQA mitigation commitments, including payments to local jurisdictions, are triggered when the impact actually occurs. As a result, CEQA mitigation commitments for off-campus impacts may occur over several years. LRDPs project impacts over 15-20 years and the impacts identified in an LRDP Environmental Impact Report (EIR) may or may not ultimately occur. The University monitors the level of impacts over time, such as monitoring actual water use or traffic counts at identified intersections. The University may, at its discretion, pay in advance of the impact being triggered.

### **Status of commitments to mitigate significant off-campus impacts of current projects (July 1, 2009 –June 30, 2010).**

The University has **619** mitigation commitments for off-campus impacts. These include all categories of commitments: those obligated under CEQA stemming from both campus LRDP EIRs and project EIRs and

Mitigated Negative Declarations (MNDs), and from non-CEQA commitments stemming from voluntary agreements, settlement agreements, regulations, and service agreements. Of the total **619** commitments, **63** have been completed prior to the reporting year and **556** remain active. Of the **556** active commitments, **368** commitments have been triggered and **188** have not been triggered. Of the **368** triggered, UC has implemented **312** and the remaining **56** require payments to local jurisdictions. Of the **56** commitments requiring payment, the University has made payments or released funds covering the reporting period for **46** and **10** are pending. Of those pending, payments may be due in a subsequent fiscal year or may be awaiting action by the local jurisdiction. **The University paid \$9,671,401 to local jurisdictions or agencies during the reporting period. In addition, UC spent \$43,463,950 on Transportation Demand Management programs in 2009-10.**

A summary of the status of mitigation commitments for current projects by campus is provided in **Part 2**. In addition, detailed information on all mitigation commitments for current projects is provided for each campus in Table 1 of the Appendix to this report.

## PART 2 – SUMMARY OF MITIGATION COMMITMENTS FOR CURRENT PROJECTS BY CAMPUS

This section of the report provides a summary by campus of off-campus impact mitigations for current projects. The reporting period is from July 1, 2009 to June 30, 2010. All categories of commitments are included in this summary, including those obligated under CEQA stemming from both campus LRD<sup>P</sup> EIRs and project EIRs, and from non-CEQA commitments stemming from voluntary agreements, settlement agreements, regulations, and service agreements. Table 1 of the Appendix provides a detailed list of all off-campus impact mitigation commitments and the status of implementation for each campus.

### Campus Summaries

#### Berkeley campus

The LRD<sup>P</sup> was approved in January 2005.

The campus has a total of 38 commitments, 6 of which were completed in a previous year and 32 of which are active. Of the 32 active commitments:

- 15 commitments have been triggered;
- 17 commitments have not been triggered.
- Of the 15 commitments that have been triggered:
  - 10 have been implemented by the University or initial steps have been completed by the University;
  - 5 commitments require payment to the City.
- Of the 5 commitments requiring payment:
  - 4 payments totaling \$1,311,272 have been paid during the reporting period including \$218,545 and \$655,637 to the City of Berkeley, \$218,545 to a holding account for Transportation Demand Management (TDM), and \$218,545 to community groups to benefit neighborhood projects;
  - 1 payment will require a reimbursement request by the City of Berkeley when the project is completed, which is expected to occur in 2011 or later.

**The campus spent \$ 3,758,758 on its Transportation Demand Management (TDM) program in 2009-10.**

### Davis main campus

The main campus LRDp was approved November 2003.

The campus has a total of 39 commitments, 3 of which were completed prior to the reporting year. Of the 36 active commitments:

- 22 commitments have been triggered;
- 14 commitments have not been triggered.
- Of the 22 commitments that have been triggered:
  - 22 have been implemented by the University;
  - 0 commitments require payment to other entities.

**The campus spent \$3,490,928 on its Transportation Demand Management (TDM) program in 2009-10.** This total includes a contribution of \$2,250,591 million from students and the campus to the student-operated Unitrans bus system that serves both the campus and the City of Davis, and an additional \$1,240,337 that the UC Davis main campus spent on other TDM programs in 2009-10.

### Davis Health System (Medical Center in Sacramento)

The Davis Health System LRDp that was in effect for FY2009-10 was approved in 1989. The Davis Health System prepared a new LRDp, which was approved by the University in November 2010. This report provides information on compliance with the 1989 LRDp. Mitigation measures from the 2010 LRDp EIR will be reflected in the 2012 report.

The campus has a total of 53 mitigation commitments, 13 of which were completed prior to the reporting year. Of the 40 active commitments:

- 36 commitments have been triggered;
- 4 commitments have not been triggered.
- Of the 36 commitments that have been triggered:
  - 30 have been implemented by the University;
  - 6 commitments require payment to other entities.
- Of the 6 commitments requiring payment:
  - 2 payments totaling \$772,119 were made during the 2009-10 reporting period;
  - 3 obligations require traffic counts to determine if payment is required. Traffic counts were done and the impact threshold was not exceeded (no payment required);
  - 1 obligation requires UC to fund a traffic evaluation. UC is funding the study and it is underway.

**UC Davis Health System spent \$634,000 on its Transportation Demand Management (TDM) program in 2009-10.**

### Irvine main campus

The main campus LRDp was approved in November 2007.

The campus has a total of 28 commitments, 2 of which were completed prior to the reporting year. Of the 26 active commitments:

- 16 commitments have been triggered;
- 10 commitments have not been triggered.
- Of the 16 commitments that have been triggered:
  - 13 have been implemented by the University;

- 3 commitments require payment to other entities.
- Of the 3 commitments requiring payment:
  - 2 payments totaling \$22,023 have been paid for annual road and intersection maintenance and sewer capacity assessment
  - 1 payment is pending action by the City of Irvine.

**The campus spent \$1,400,000 on its Transportation Demand Management (TDM) program in 2009-10.**

#### **Irvine Medical Center in Orange**

Irvine Medical Center LRDp was approved in 2003.

The campus has a total of 16 active commitments. Of these:

- 12 commitments have been triggered;
- 4 commitments have not been triggered.
- Of the 12 commitments that have been triggered:
  - 12 have been implemented by the University;
  - 0 commitments require payment to other entities.

**The UC Irvine Medical Center spent \$303,664 on its Transportation Demand Management (TDM) program in 2009-10.**

#### **Los Angeles campus**

The LRDp was approved in April 2003 and amended in March 2009. The updated LRDp EIR (March 2009) carried forward the majority of mitigation measures (MMs) and programs and practices (PPs) for the identified environmental impacts and replaced or removed some MMs/PPs as a result of the updated environmental analysis and findings.

The campus has a total of 35 commitments, 5 of which were completed prior to the reporting year. Of the 30 active commitments:

- 28 commitments have been triggered;
- 2 commitments have not been triggered.
- Of the 28 commitments that have been triggered:
  - 27 have been implemented by the University;
  - 1 payment totaling \$29,910 was made during the reporting period.

**The campus spent \$7,800,000 for its Transportation Demand Management (TDM) program in 2009-10.**

#### **Merced campus**

The 2002 LRDp was approved in January 2002 and the 2009 LRDp was approved in March 2009. Both the 2002 LRDp EIR and the 2009 LRDp EIR were active during the 2009-10 reporting period.

The campus has a total of 91 commitments from the 2002 LRDp EIR and the 2009 LRDp EIR, 1 of which was completed prior to the reporting year. Of the 90 active commitments:

- 55 commitments have been triggered;
- 35 commitments have not been triggered.

- Of the 55 commitments that have been triggered:
  - 54 have been implemented by the University;
  - 1 payment of \$750,957 for water and sewer service was made to the City of Merced.

**The campus spent \$705,281 for its Transportation Demand Management (TDM) program in 2009-10.**

#### **Riverside campus**

The LRDp was approved in November 2005.

The campus has a total of 27 active commitments. Of these:

- 13 commitments have been triggered;
- 14 commitments have not been triggered.
- Of the 13 commitments that have been triggered:
  - 13 have been implemented by the University;
  - 0 commitments require payment to another entity.

**The campus spent \$1,724,981 on Transportation Demand Management (TDM) program in 2009-10.** This includes \$638,646 paid to the Riverside Transit Agency (RTA) for transit services, including the UPASS bus program (\$331,461) and for RTA shuttle buses serving the campus (\$307,184).

#### **San Diego campus**

The LRDp was approved in September 2004.

The campus has a total of 62 commitments, 2 of which were completed prior to the reporting period. Of the 60 active commitments:

- 36 commitments have been triggered;
- 24 commitments have not been triggered.
- Of the 36 commitments that have been triggered:
  - 35 have been implemented by the University;
  - 1 payment of \$65,000 was made to the City of San Diego.

**The campus spent \$7,519,000 for its Transportation Demand Management (TDM) program in 2009-10.**

#### **San Francisco campus**

The LRDp was approved in January 1997 and last amended in September 2008.

The campus has a total of 75 commitments, 14 of which were completed prior to the reporting period. Of the 61 active commitments:

- 40 commitments have been triggered;
- 21 commitments have not been triggered.
- Of the 40 commitments that have been triggered:
  - 31 have been implemented by the University;
  - 9 commitments require payment to other entities.
- Of the 9 commitments requiring payment:
  - 8 payments totaling \$4,249,304 have been made

- 1 requires an invoice from the Mission Bay master developer.

**The campus spent \$8,378,000 on its Transportation Demand Management (TDM) program in 2009-10.**

#### **Santa Barbara campus**

The LRDp was approved in January 1990 and was in effect for FY 09-10. The 2010 LRDp was approved in September 2010. Commitments and mitigation measures from the 2010 LRDp and LRDp EIR will be reflected in the 2012 report. This report provides information on compliance with the 1990 LRDp.

The campus has a total of 37 commitments, 2 of which were completed in a previous year. Of the 35 active commitments:

- 35 commitments have been triggered;
- 0 commitments have not been triggered.
- Of the 35 commitments that have been triggered:
  - 17 have been implemented by the University;
  - 18 commitments require payment to other entities.
- Of the 18 commitments requiring payment:
  - 16 commitments were satisfied because UCSB paid into an escrow account during FY's 1992-2005, and during the reporting year UCSB completed construction of an improvement to a County roadway with \$800,000 released from the escrow account in a previous reporting year. Phase 1 construction cost savings of \$1,364,000 million was paid to County for Phase 2 project in June 2008 just prior to the start of the 2009-10 reporting year.
  - 1 commitment was satisfied with two payments totaling \$84,000;
  - 1 obligation has two components: one component was triggered and payment to the County was made in a prior reporting year; the other component is not triggered and involves payment to the City of Goleta. The payment to the City of Goleta will be due upon either occupancy or sale of the North Campus Faculty Housing units, which is now under construction (the first 22 of 323 units) and due for completion and sale by June 2011.

**The campus spent \$1,453,414 on its Transportation Demand Management (TDM) program in 2009-10.**

#### **Santa Cruz campus**

The 2005 LRDp was approved in September 2006. The 2005 LRDp EIR was litigated and a settlement resolving the litigation was finalized in August 2008. This report includes commitments from the 2005 LRDp EIR and resolution of outstanding commitments from the 1988 LRDp EIR.

The campus has a total of 118 commitments, 15 of which were completed prior to the reporting period. Of the 103 active commitments:

- 60 commitments have been triggered;
- 43 commitments have not been triggered.
- Of the 60 triggered commitments:
  - 48 have been implemented by the University or initial steps have been completed by the University;
  - 12 require payment to other entities.
- Of the 12 commitments requiring payment to other entities:
  - 10 payments totaling \$2,386,816 have been made in 2009-10
  - 2 payments were not due in the reporting year.

**The campus spent \$6,295,924 on its Transportation Demand Management (TDM) program in 2009-10, including \$3,009,148 paid to the Santa Cruz Metropolitan Transit District (MTD).**

## PART 3 – KEY CONCEPTS AND TERMINOLOGY

### Long Range Development Planning

To serve its educational mission, the University of California develops campus facilities to accommodate academic programs and student enrollment. Each UC campus prepares and maintains a long-term physical growth plan called a Long Range Development Plan (LRDP). Each LRDP identifies the physical improvements that would accommodate an estimated increase in campus population and programs over a generally 15- to 20-year time period.

The ability of any campus to achieve a projected level of enrollment or build needed facilities depends both on the availability of funding to support enrollment increases and facilities, and on how many students elect to come to the University of California. An LRDP does not commit a campus or the University to specific enrollment projections or to specific projects, construction schedules, or funding priorities.

### CEQA Mitigations for Off-Campus Impacts

The University assesses potential off-campus impacts from implementation of LRDPs and projects in accordance with the California Environmental Quality Act (CEQA). CEQA requires evaluation of potential project impacts in seventeen environmental topic areas:

- aesthetics
- agriculture and forestry resources
- air quality
- biological resources
- cultural resources
- geology/soils
- greenhouse gas emissions
- hazards & hazardous materials
- hydrology/water quality
- land use/planning
- mineral resources
- noise
- population/housing
- public services
- recreation
- transportation/traffic,
- utilities/service systems

The University evaluates the potential environmental impacts from implementation of a proposed LRDP in an Environmental Impact Report (EIR) as required by CEQA. Each subsequent building project is evaluated to determine if there are project-specific impacts. Projects evaluated in either Initial Study/Negative Declarations (or Mitigated Negative Declarations) or EIRs are subject to required public review periods. In addition, in accordance with University policy, campuses hold local public hearings on all EIRs. All public comments and responses are presented to the University decision maker at the time a project is considered for approval.

If there are significant physical environmental impacts, measures are identified to mitigate the impacts to the greatest extent feasible. These mitigations are made a condition of project approval and are legally binding.

## Has the Impact Occurred?

An LRD<sup>P</sup> EIR evaluates environmental impacts that *may* occur over the time horizon of the LRD<sup>P</sup> (usually 15 to 20 years). Under CEQA, mitigation is required when the impacts *actually* occur (are “triggered”). As indicated previously, the LRD<sup>P</sup> EIR evaluates anticipated enrollment growth, and the amount of development needed to accommodate that enrollment growth. In order to determine when or if impacts occur, the University monitors the level of impacts over time. Proposed development projects are evaluated for consistency with the campus LRD<sup>P</sup> and the LRD<sup>P</sup> EIR. As individual projects are proposed, they are evaluated to determine whether they pose any new or more significant impacts than those identified in the LRD<sup>P</sup> EIR and additional environmental analysis is prepared as needed.

## Types of Mitigations

Mitigation for off-campus impacts can occur in a variety of ways:

- Some mitigations obligate the University to take action, such as the requirement that UC construct projects in a certain manner. Standard examples include incorporation of dust control measures into construction contracts (to reduce impact to regional air quality), water conserving systems, landscape and equipment, and drainage studies (to reduce impact to off-campus storm drains) for individual projects.
- Other mitigations obligate the University to fund programs to reduce or avoid impacts, such as providing UC Transportation Demand Management programs (see more on these measures below), implementing water conservation programs, or constructing utilities underground.
- Some mitigations obligate the University to pay another jurisdiction for improvements they may have to make to mitigate the impacts of campus growth. The most familiar example is payment to a local jurisdiction for a traffic signal at an off-campus intersection.

## Impact Avoidance

The University implements a variety of systemwide programs to avoid environmental impacts from occurring, of which, on-campus housing and Transportation Demand Management are the most significant.

- *On-Campus Housing Programs* – All ten (10) campuses provide on-campus housing for a portion of their students, and some faculty and staff housing as well. Campus housing programs are self-supporting and any expansion is dependent on the programs’ financial viability. Provision of on-campus housing can significantly reduce off-campus impacts by eliminating commute trips, thus reducing air quality and transportation impacts in the local community surrounding the campus.
- *Transportation Demand Management (TDM) Programs* – Each campus funds a TDM program that reduces drive-alone auto commutes to campus and thereby reduces impacts to off-campus streets and regional air quality, and lowers emissions of greenhouse gases from vehicles. TDM program components may include information centers, subsidized public transit passes, campus shuttles, carpools, vanpools, buspools, trainpools, bicycle programs, telecommuting, and restricted parking for campus residents. TDM programs are funded from campus operating budgets. **Systemwide, UC spent \$43,463,950 million in 2009-10 on TDM programs to reduce off-campus traffic impacts (a \$3 million increase over 2008-09).**

In addition to these systemwide programs, campuses engage in a number of campus-specific impact avoidance measures, such as: UC Berkeley’s Fire Mitigation Program (to reduce the threat of wildland fire through management of vegetation and fire roads in the 1,000 acre hill area behind and east of the main UC Berkeley campus); the UC Berkeley Seismic Action Plan for Facilities Enhancement and Renewal (SAFER), a comprehensive program of facility upgrades to reduce life safety risk on campus and the potential for off

campus impacts in the event of an earthquake; the UC Riverside/City of Riverside joint policing of the area around UC Riverside; and water conservation at UC Santa Cruz which met and exceeded City requirements.

### **Timing of Environmental Analysis**

The University prepares LRDPs based on projected campus enrollment and estimated space needs over a time horizon. These growth parameters are evaluated in an Environmental Impact Report (EIR). LRDП EIRs identify mitigations which apply to all projects implementing the LRDП and to the campus as a whole.

Individual projects are developed within the umbrella of the LRDП. Project-level environmental analysis looks at the proposed project site and evaluates site- and project-specific environmental issues. LRDП-level Mitigation Measures apply to all projects implemented pursuant to the LRDП and are taken into account when evaluating the magnitude of any residual project-level impact. Examples include Transportation Demand Management (reducing drive-alone commuting to campus), campus-wide hazardous waste reduction programs, solid waste reduction and recycling, water conservation, stormwater pollution prevention plans, dust and noise control for all construction projects, and reduction of light and glare from building construction and night lighting. Project-specific evaluations typically assess hydrologic drainage solutions, potential biological impacts, cultural resources, and other aspects specific to the site.

Each project's capital budget includes environmental review costs associated with the project. These usually include the cost of preparation of CEQA analysis, and costs for specific studies such as seismic review, archeological surveys, asbestos surveys, or hazardous materials surveys as necessary. Standard construction mitigations, such as dust, noise and erosion control, and stormwater management are incorporated into construction contracts and thus are included in project construction budgets.

CEQA requires that environmental documentation be completed early enough in project development to enable potential changes to a project to reduce environmental impacts, and late enough in project development to have a firm project description. state-funded projects are funded by project phase: Preliminary Plans (P), Working Drawings (W), Construction (C) and Equipment (E). The CEQA evaluation of a project is usually undertaken during the Preliminary Plan (P) phase of a project's development, at a point when sufficient project design work has been completed to determine attributes of a project that contribute to environmental impact. At this point, the significance of off-campus project-specific impacts and mitigations can be evaluated. In some cases, given the nature of the project, it may be considered exempt from CEQA which means it is within a category of projects determined to have a less than significant impact on the environment.

UC's environmental documents requiring public and agency review are submitted to the State Clearinghouse (Office of Planning and Research) for distribution to State agencies for review. When UC requests Working Drawings (W) phase funding for state-funded projects, documentation of the completed CEQA evaluation is submitted to the State Public Works Board.

### **Non-CEQA Categories of Commitments and Obligations**

In addition to the categories of CEQA mitigations listed above, there are other types of University commitments that may require University action or payments to other jurisdictions (these are also reported in Table 1 of the Appendix). These include:

1. Voluntary Agreements – Each campus and its local community may find that there are projects or studies of mutual benefit that both parties fund or in which they participate. These agreements are not limited to the CEQA environmental topics.
2. Settlement Agreements – When there has been CEQA or other litigation, the University and other parties may settle the lawsuit. The terms of the settlement agreement may not be limited to issues raised in the CEQA process.
3. Regulatory compliance – Every campus is subject to a wide variety of federal and state regulations which may require action on the part of the University.
4. Utility and Service payments - Every campus pays for utilities or services supplied to the campus, including capital facilities fees for its portion of the costs of infrastructure required to deliver those utilities to the campus.

## **Relationship with Local Communities**

University campuses and the communities in which they are located share common issues of concern, and the University of California is committed to working with local communities to improve the quality of life. Historically, UC has maintained its commitment to the Master Plan for Higher Education, which requires the University to grow to accommodate additional students over time to meet the needs of the State of California. As a result of continuing funding constraints due to the state fiscal condition, the University has implemented a multi-year strategy to reduce total enrollment to a level more consistent with resources.

The relationships between campuses and their local communities take many forms, as each campus and community addresses issues specific to its location, demographics, history, size, and current situation. In all cases, the campus and the community benefit when there are regular opportunities for communication and mechanisms to work on issues together before they become problematic. In some cases, communication takes the form of regular meetings between the chancellor and university staff and the mayor and city staff. In other cases, having a citywide advisory committee has enabled communication of broader city concerns.

Examples of joint University-community partnerships include the **UC Berkeley** Chancellor's Community Partnership Fund has awarded 76 grants totaling approximately \$1 million to support partnerships between local community members and the UCB students, faculty, and staff since 2006. Grants are awarded in two categories: community service programs that enhance the economic, social, or cultural well-being of Berkeley residents; and neighborhood-improvement projects that enhance the physical environmental of the City's neighborhoods. **UC Davis** teamed with the City of Davis to bring the U.S. Bicycling Hall of Fame to the City of Davis. An 8,000 square foot museum located in downtown Davis now houses the Hall of Fame national headquarters and displays the UC Davis Pierce Miller Collection of antique bicycles. UC Davis students, staff, and faculty contributed to the creation of this visitor attraction for the Davis community. **UC Riverside** maintains the landscape median on a major city street adjacent to the campus in exchange for City-funded roadway improvements and street lights.

The University of California has its own police force, but because students live beyond the boundaries of campus enforcement issues extend beyond campus boundaries. All campuses have mutual aid agreements with the local police force and at least two campuses have special joint policing programs. **UC Santa Barbara** police teamed with the Santa Barbara County Sheriff's Department and the California Highway Patrol to create the Isla Vista Foot Patrol in the 1970s. More recently, UC provided land for the Santa Barbara County Sheriff to build a permanent facility for the Foot Patrol and will continue financial and staff support of the Foot Patrol.

**Systemwide** the University of California co-sponsors an annual Town-Gown Conference, which brings together representatives from UC and CSU campuses and local communities to present best practices and discuss issues of mutual concern.

In addition to these forms of communication between UC and local communities, the CEQA process requires public review of projects with potential environmental impacts.

<b>Table 1: Status of UC BERKELEY Commitments to Mitigate Off-Campus Impacts 2009-10</b>				
ID#	#	Commitment (Summary)	Triggered?	Status
B10	1	<u>LRDP EIR Continuing Best Practice NOI-4-a:</u> Conduct noise attenuation measures during construction as specified.	Yes	Construction start time is 7am except under certain conditions (during finals, Student Athlete High Performance Center (SAHPC) and Cal Memorial Stadium (CMS) have a 9:00 a.m. start, and for noisy operations Clark Kerr Campus (CKC) has a 8:00 a.m start time). There is a labor cost premium associated with the later start times. Commitment does not require payment to a local agency. Other elements of LRDP CBP NOI-4 have also been implemented as feasible, including muffling of construction equipment, performance of noisy constructions functions off-site when feasible and the avoidance of pile driving or utilization of oscillating or rotating pile installation rather than impact hammers. Complaints received relating to construction noise are referred by the campus construction complaint position to the Dept. of Environment, Health & Safety, which takes field measurements to assure compliance.
B11	2	<u>LRDP EIR Continuing Best Practice NOI-4-b:</u> Community outreach and notification for construction noise.	Yes	Construction start time is 7am except under certain conditions (during finals, Student Athlete High Performance Center (SAHPC) has a 9:00 a.m., and for noisy operations Clark Kerr Campus (CKC) has a 8:00 a.m start time). There is a labor cost premium associated with the later start times. Language in the contract allows the owner to make work time changes based on owner's needs. The SAHPC construction time mitigation predominantly reduces impacts on the International House occupants and several adjacent Sororities. The CKC Renovation time mitigation was intended to reduce impacts on the Redwood Gardens Co-op (senior citizen housing) on the Southeast portion of the CKC campus. See for example <a href="http://www.cp.berkeley.edu/Projects_Info_Notices.htm">http://www.cp.berkeley.edu/Projects_Info_Notices.htm</a> for sample signage and messaging completed for all construction projects and <a href="http://www.ci.berkeley.ca.us/DepartmentHome.aspx?id=8218">http://www.ci.berkeley.ca.us/DepartmentHome.aspx?id=8218</a> for City of Berkeley construction notices, which include UC projects.
B12	3	<u>LRDP EIR Mitigation Measure NOI-4:</u> Development of a comprehensive construction noise control specification.	Yes	Noise control measures are included in contractor specs. Commitment does not require payment to local agency.
B13	4	<u>LRDP EIR Mitigation Measure PUB-2.4-a:</u> Consult with local fire agencies to evaluate safety of alternative travel routes and temporary lane or roadway closures due to campus construction.	Yes	Campus has its own fire marshal also concerned with maintaining access; project management staff further coordinate advance review of construction site requirements with all parties. This measure is reviewed and implemented on a project by project basis. Verified in Mitigation Monitoring Program. Commitment does not require payment to local agency.
B14	5	<u>LRDP EIR Mitigation Measure PUB-2.4-b:</u> Maintain one unobstructed lane in both directions on campus roadways.	Yes	Does not require payment to local agency. Implementation is ongoing.
B15	6	<u>LRDP EIR Continuing Best Practice PUB-2.4:</u> Underground surface utilities along project street frontages in the City of Berkeley environs, in support of Berkeley General Plan Policy S-22.	Yes	UC Berkeley evaluates the need for undergrounding of utilities along project street frontages during the planning phase of each project. Many locations along the project street frontage already have underground utilities. No projects proposed or implemented during the reporting year were eligible for this measure. Commitment does not require payment for local agency.
B18	7	<u>LRDP EIR Continuing Best Practice TRA-11:</u> Conduct transportation surveys at least once every 3 years. Make the survey results available to the public. Reduce the 2020 LRDP parking objective if appropriate.	Yes	The campus LRDP parking objective is being adhered to, and is still considered appropriate. Latest survey of students, faculty and staff conducted 2008-2009 and is available on request. Data taken off web due to security breach of server in 2009. Commitment does not require payment to local agency. The next study is anticipated to occur in the 2011/12 fiscal year.
B22	8	<u>Northeast Quadrant Science and Safety Projects EIR Mitigation Measure NOISE-2:</u> Design mechanical equipment associated with future building operations to meet the city of Berkeley Noise Ordinance.	Yes	Equipment is designed and selected to meet this requirement. Commitment does not require payment to local agency.
B23	9	<u>Underhill Area Projects (UAP) EIR NOISE-1:</u> Restricted hours of operation for the sports field: 7:00 am and 10:00 pm.	Yes	Operations restricted through mechanized lighting controls which restrict field use during non-daylight hours.
B26	10	<u>LRDP EIR Settlement Agreement:</u> Sewer and storm drain infrastructure improvements. Annual allocation of \$200,000 (increased annually by 3%) due July 31 of each year, beginning 2006.	Yes	Payment of \$218,545 made on Sept. 1, 2009 in transaction TBJ#: ZACHCTB022-9/1/09.

## APPENDIX

Budget and Capital Resources

March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
B27	11	<u>LRDP EIR Settlement Agreement:</u> Fire and emergency equipment, capital improvements, and training, including maintenance and repair of equipment and capital improvements. Annual allocation of \$600,000 (increased annually by 3%) due July 31 of each year, beginning 2006.	Yes	Payment of \$874,181.60 made on June 28, 2010 via check # 11970972 combining payment for sewer/storm drains (See B26, \$218,545) and fire and emergency equipment (B27, \$655,637) Check no. 11970972.
B28	12	<u>LRDP EIR Settlement Agreement:</u> Joint UC/COB Transportation Demand Management and pedestrian improvement programs, studies, and projects including, but not limited to, new or improved signage, which allocation does not require the City to provide matching funds. Annual allocation of \$200,000 (increased annually by 3%) due July 31 of each year, beginning 2006.	Yes	\$218,545 was deposited for joint TDM projects benefiting the campus and the City in Sept. 2009. An agreement was signed by the Vice Chancellor and the City Manager on how the money would be spent on April 5, 2010. \$100K was obligated to a joint UC-City Parking and Transportation Demand Management study April 16, 2010. \$75K was transferred to UC project account number 17798B for a study of Hearst Ave. streetscape improvements. Funds in account 69799-15237-72-AKBTDM July 22, 2010. Funds to be disbursed as actionable elements of the TDM program are developed.
B29	13	<u>LRDP EIR Settlement Agreement:</u> Fund projects that benefit City neighborhoods; project proposals solicited from community. Funding disbursed at Chancellor's discretion. Allocation of \$200,000 annually (increased annually by 3%).	Yes	\$218,545 deposited to account in March 2010. The funds are disbursed in the form of grants to community-based organizations who apply on an annual basis. Each year a Community Report, which summarizes the grants given out, the recipient, community/UC partners, the amount, and the purpose of the grants is provided to the City. The grant recipients are outlined in a report dated July 23, 2010 [ <a href="http://berkeley.edu/news/media/releases/2010/07/23_partnerships.shtml">http://berkeley.edu/news/media/releases/2010/07/23_partnerships.shtml</a> ].
B34	14	<u>Voluntary Agreement pertaining to Northeast Quadrant Science and Safety Projects EIR:</u> Upon commencement of construction at the Davis Hall North Replacement Project (DHNRB), the campus would pay the City \$1500 towards the cost of restriping spaces for motorcycle parking. (Source: 2002 correspondence, Berdahl to Rucker)	Yes	Campus policy, understood between campus and City, to make such payments as reimbursement. No reimbursement request received from City of Berkeley. Restriping unlikely to occur until completion of DHNRB construction in 2011.
B36	15	<u>South Campus Integrated Projects EIR MM TRA-IP-9:</u> Consultation with the Berkeley Fire Department to ensure that project construction phasing and staging does not interfere with providing adequate fire protection and emergency access to and from surrounding areas.	Yes	UC Berkeley is consulting with the Berkeley Fire Department during project construction and staging.
B1	16	<u>LRDP EIR Continuing Best Practice TRA-3-d:</u> Fair share payments for City of Berkeley streets damaged by University construction activities.	No	City of Berkeley policy to charge all development projects for construction traffic damage to streets not yet in place.
B2	17	<u>LRDP EIR Mitigation Measure TRA-6-a:</u> Fair share payments to City of Berkeley for improvements to the Cedar Street / Oxford Street intersection.	No	UC Berkeley and City agreed on division of responsibility for signal warrant checks. This intersection to be monitored by City of Berkeley (COB). The City has not provided intersection results or asked UC Berkeley for payment.
B3	18	<u>LRDP EIR Mitigation Measure TRA-6-b:</u> Fair share payments to City of Berkeley for improvements to the Durant Avenue /Piedmont Avenue intersection.	No	UC Berkeley and City agreed on division of responsibility for signal warrant checks. This intersection to be monitored by UC Berkeley. Results submitted to City of Berkeley summer 2007. City decisions regarding signalization pending.
B4	19	<u>LRDP Mitigation Measure TRA-6-c:</u> Fair share payments to City of Berkeley for improvements to the Derby Street/Warring Street intersection.	No	As of 2008/09, this intersection is monitored by UC for biennial signal warrant checks. City did not request signal warrant checks in 2009/10.
B5	20	<u>LRDP EIR Mitigation Measure TRA-6-d:</u> Fair share payments to the City of Berkeley for improvements to the Addison Street/Oxford Street intersection and Oxford Street.	No	UC Berkeley and City agreed on division of responsibility for signal warrant checks. This intersection to be monitored by City of Berkeley (COB). The City has not formally provided intersection results or asked UC Berkeley for payment.
B6	21	<u>LRDP EIR Mitigation Measure TRA-6-e:</u> Fair share payments to the City of Berkeley for improvements to the Allston Way/Oxford Street intersection.	No	UC Berkeley and City agreed on division of responsibility for signal warrant checks. This intersection to be monitored by City of Berkeley (COB). The City has not formally provided intersection results or asked UC Berkeley for payment.
B7	22	<u>LRDP EIR Mitigation Measure TRA-6-f:</u> Fair share payments to the City of Berkeley for improvements to the Kittredge Street/Oxford Street intersection.	No	UC Berkeley and City agreed on division of responsibility for signal warrant checks. This intersection to be monitored by City of Berkeley (COB). The City has not formally provided intersection results or asked UC Berkeley for payment.
B8	23	<u>LRDP EIR Mitigation Measure TRA-6-g:</u> Fair share payments to the City of Berkeley for improvements to the Bancroft Way/Ellsworth Street intersection.	No	UC Berkeley and City agreed on division of responsibility for signal warrant checks. As of 2008/09, this intersection is monitored by UC for biennial signal warrant checks. City did not request signal warrant checks in 2009/10.

## APPENDIX

Budget and Capital Resources

March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
B9	24	<u>LRDP EIR Mitigation Measure TRA-7:</u> Fair share payments to the City of Berkeley for improvements to the Bancroft Way/Piedmont Avenue intersection.	No	UC Berkeley and City agreed on division of responsibility for signal warrant checks. As of 2008/09, this intersection is monitored by UC for biennial signal warrant checks. City did not request signal warrant checks in 2009/10.
B16	25	<u>LRDP EIR Mitigation Measure TRA-9:</u> Conduct a traffic study to assess the localized traffic impacts of specified housing projects.	No	No qualifying housing projects were implemented in FY 09-10.
B17	26	<u>LRDP EIR Mitigation Measure TRA-11:</u> Implement specified measures to limit the shift to driving by existing commuters.	No	Commitment not yet triggered; commitment is triggered when net increase in commuter parking supply of 2,300 spaces occurs. The number of commuter spaces in place at date of the 2020 LRDP was 6,424 spaces. With losses to date due to construction and re-designation, Berkeley's current commuter inventory is 4,335 spaces. This number will increase as construction is completed, but none of the additional 2,300 commuter spaces provisioned in the LRDP have been constructed.
B19	27	<u>LRDP EIR Mitigation Measure TRA-12:</u> Pedestrian improvement plan that outlines the expected locations and types of pedestrian improvements that may be desirable to accommodate pedestrian growth associated with implementation of the LRDP. Work with City.	No	TRA-12: campus and periphery bike / pedestrian safety and improvement plan underway using \$150K in funding from UCOP in coordination with Risk Management and the Safe Transportation Research and Education Center (SafeTREC). UCB Planning office is working with the City of Berkeley on pedestrian improvements, a portion of which are to be funded by the LRDP Settlement Agreement outlined in B28
B20	28	<u>LRDP EIR Mitigation Measure USS-3.2:</u> Hydrologic modification analysis for certain projects in the Hill Campus as specified.	No	No projects implemented in Hill Campus.
B21	29	<u>Northeast Quadrant Science and Safety Projects EIR Mitigation Measure TRAF-2:</u> Install advanced pedestrian warning devices at specified intersections.	No	City of Berkeley would implement mitigation as street owner; UCB would reimburse per standard practice between campus and city. Payment not due until build-out of NEQSS projects is complete.
B35	30	Other Commitment: <i>Hearst Avenue pedestrian improvements suggested by City of Berkeley:</i> As a condition of approval for permit for Foothill Pedestrian Bridge, City of Berkeley requested funding of \$200,000 for Hearst Avenue pedestrian improvements. Campus agreed to reimburse any of a list of agreed upon projects.	No	Specific pedestrian improvement projects under consideration; campus funds set aside to reimburse City when improvements are undertaken. Foothill Pedestrian Safety Bridge across Hearst Avenue approved Mar 2006. UC Berkeley committed additional \$200,000, in exchange for City permit approval, for additional pedestrian improvements in vicinity of Bridge.
B37	31	<u>IP MM TRA-6:</u> Prior to completion of the Maxwell Family Field parking structure, the University shall design and install a protected pedestrian crossing on Gayley Road between the Haas School of Business and the CMS grand stair. The mitigation would, if implemented, reduce this impact to a less than significant level.	No	Maxwell Family Field Parking Structure construction has not yet been undertaken. The city owns Piedmont Ave and the University owns land on either side.
B38	32	<u>NEQSS TRA-2:</u> Prior to build-out of the NEQSS Projects, the Campus shall install advanced pedestrian warning devices at the uncontrolled painted crosswalks on Hearst Avenue at LeRoy Avenue and on Gayley Road just east of the SHRB site.	No	The NEQSS projects have not yet been fully built out.
B24	33	<u>Underhill Area Projects EIR TRAFFIC-2:</u> Pedestrian counts at specified intersections to determine whether traffic signal warrants are met, and payment of fair share for signal improvements.	Completed prior to reporting year	UC Berkeley completed signal warrant checks in April 2008. Results submitted to City of Berkeley in May 2008. City has not pursued signalization based on the study findings. No further signal warrant checks will be conducted, as the final UAP has been completed
B25	34	<u>LRDP EIR Settlement Agreement:</u> Payment of \$150,000 to the City no later than June 30, 2005, so that the City can employ a land use planner for the Downtown Area Plan.	Completed Prior to reporting year	Obligation complete. \$150,000 payment made to City of Berkeley in July 2005. Voucher from Facilities Services.
B30	35	<u>LRDP EIR Settlement Agreement:</u> UC Berkeley is to pay up to 50% of the cost of preparing the Downtown Area Plan EIR, not to exceed \$250,000. One-time payment.	Completed Prior to reporting year	Obligation Complete. \$150,000 payment made to City of Berkeley May 2008. With this payment, UCB obligation completed. \$100,000 paid April 2006.
B31	36	<u>LRDP EIR Settlement Agreement:</u> UC Berkeley is to provide full-time staffing to the Downtown Area Plan process. As in-kind equivalent, UC is providing three years of funding, totaling \$34,483.04 to the City of Berkeley to support a student intern.	Completed Prior to reporting year	Obligation Complete. \$7,957.63 paid 11/2007 ck # 10387621 3rd and final payment

## APPENDIX

Budget and Capital Resources  
March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
B32	37	<u>Voluntary Agreement: Improvements to Arch/LeConte intersection suggested by City of Berkeley:</u> At their March 2003 meeting the City of Berkeley Transportation Commission approved a staff recommendation for a traffic signal at this intersection and requested UCB make "an appropriate contribution" to the cost of the signal. In April 2004 UC Berkeley agreed to pay half of costs up to \$149,000.	Completed Prior to reporting year	Obligation Complete. \$116,797 paid to City of Berkeley in June 2007.
B33	38	<u>Voluntary Agreement pertaining to Northeast Quadrant Science and Safety Projects EIR:</u> Campus reaffirms its commitment to trip reduction programs and will set aside \$35,000 prior to the occupancy of the NEQSS buildings to fund transit programs for the campus community.(Source: 2002 correspondence, Berdahl to Rucker)	Completed Prior to reporting year	Campus subsidy of Bear Pass program -- AC Transit bus passes for faculty and staff -- at \$80,000 or more annually. Commitment does not require payment to local jurisdiction.

ID#	#	Commitment (Summary)	Triggered?	Status
<b>Table 1: Status of UC DAVIS Commitments to Mitigate Off-Campus Impacts 2009-10</b>				
D4	1	<u>LRDP EIR Mitigation Measure 4.3-3(a):</u> Inclusion of specified dust control measures in all construction contracts.	Yes	In contract specifications. Implemented as part of all projects.
D5	2	<u>LRDP EIR Mitigation Measure 4.3-3(b):</u> Inclusion of specified erosion control measure in construction contracts for certain large construction projects.	Yes	In contract specifications. Implemented as part of all projects.
D6	3	<u>LRDP EIR Mitigation Measure 4.3-3(c):</u> Implementation of specified measures to reduce emissions of ozone precursors from construction equipment exhaust.	Yes	In contract specifications. Implemented as part of all projects.
D7	4	<u>LRDP EIR Mitigation Measure 4.8-3(a):</u> Perform drainage study to evaluate runoff and related effects from proposed projects.	Yes	A drainage study is performed for all campus projects that have potential to affect storm water drainage systems. All systems are on campus and lead away from the city to the creek on the southern boundary of the campus. No offsite mitigations are anticipated.
D8	5	<u>LRDP EIR Mitigation Measure 4.8-3(b):</u> Under certain conditions, implementation of improvements recommended by drainage study.	Yes	A drainage study is performed for all campus projects that have potential to affect storm water drainage systems.
D10	6	<u>LRDP EIR Mitigation Measure 4.8-4(a):</u> Monitoring and modification of the campus wastewater pretreatment program to meet relevant requirements.	Yes	The campus implements MM 4.8-4(a) as part of routine on-going wastewater treatment plant (WWTP) operations. A pretreatment program reduces potential impacts, and the campus has expanded its WWTP in order to avoid exceeding waste discharge requirements (WDR). Problems meeting electrical conductivity standards are being addressed through improvements proposed as part of the improvements to the Central Heating and Cooling Plant. The campus also is evaluating the possibility of using treated surface water as part of its water supply; surface water is significantly lower in dissolved solids. In FY 2009-10, annual pretreatment program costs were approximately \$6,000.
D11	7	<u>LRDP EIR Mitigation Measure 4.8-4(b):</u> Implementation of a monitoring program specific to copper, cyanide, iron and nitrate + nitrite, and appropriate modifications as necessary.	Yes	The campus implements MM 4.8-4(a) as part of routine on-going WWTP operations. FY2009-10: Routine monitoring has demonstrated good compliance; no special studies required. Annual pretreatment program costs were approximately \$6,000. Refer to D10 for status.
D12	8	<u>LRDP EIR Mitigation Measure 4.8-5(a):</u> Implement specified water conservation strategies to reduce demand for water from the deep aquifer.	Yes	Despite growth, wastewater flows into the campus wastewater treatment plant remain flat or lower than historical due to numerous small water conservation measures. Nevertheless, UC Davis is currently preparing an update to the campus Domestic Water Master Plan, at a cost of approximately \$200,000.
D13	9	<u>LRDP EIR Mitigation Measure 4.8-5(b):</u> Hydrogeologic monitoring and evaluation efforts to determine the long-term production and quality trends of the deep aquifer.	Yes	2005: UC Davis and the cities of Davis and Woodland partnered on a deep aquifer study conducted by Brown & Caldwell. 2006: UC Davis and the City of Davis received a grant under AB303 and prepared a joint groundwater management plan. 2007: UC Davis participated in preparing the Yolo County Integrated Regional Water Management Plan (IRWMP), and UC Davis and the cities of Davis and Woodland partnered to prepare an environmental impact report, among other studies, for the Davis-Woodland Surface Water Supply project.  2008: IRWMP - UC Davis contributed staff time. Davis Woodland Water Supply EIR - UC Davis contributed in proportion to its future share of water supply, approximately \$375,000 Brown & Caldwell study: Project paid by grant funds.  2008-09: UC Davis contributed approximately \$25,000 towards a project to potentially bring surface water to the cities of Davis and Woodland and the campus from the Sacramento River.  FY2009-10: UC Davis contributed approximately \$17,000 toward a project to potentially bring surface water to the cities of Davis and Woodland and the campus from the Sacramento River.
D15	10	<u>LRDP EIR Mitigation Measure 4.8-5(d):</u> If certain conditions apply, the campus will treat shallow/ intermediate aquifer and/or surface water from the Solano Project to serve domestic water demand.	Yes	FY 2009-10: The campus is continuing to work with the Cities of Davis and Woodland to consider bringing surface water to the campus to supplement groundwater, and contributed approximately \$17,000 towards a project to bring surface water to the cities of Davis and Woodland and the campus from the Sacramento River. See D13.

## APPENDIX

Budget and Capital Resources  
March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
D16	11	<u>LRDP EIR Mitigation Measure 4.8-6(a):</u> The campus shall continue to implement specific or equivalent water conservation strategies to reduce demand for water from the intermediate aquifer.	Yes	Implemented as part of all projects. UC Davis continues to explore feasibility of using treated wastewater for landscape irrigation where feasible.
D17	12	<u>LRDP EIR Mitigation Measure 4.8-6(b):</u> Monitor shallow/intermediate aquifer water elevations at existing campus wells to ascertain whether there is any long-term decline in water levels.	Yes	Implemented as part of routine operations and as part of implementation of AB303 Groundwater Management Plan (see 4.8-5(b)).
D18	13	<u>LRDP EIR Mitigation Measure 4.8-6(c):</u> Regional subsidence monitoring, including by installing an extensometer, to determine the vertical location of local subsidence.	Yes	Campus participates in regional subsidence monitor network through the Water Resource Association of Yolo County. Annual dues are \$25,000, plus staff time.
D20	14	<u>LRDP EIR Mitigation Measure 4.8-6(e):</u> Incorporate specified or equally effective measures into project designs under the 2003 LRDP where feasible, to increase percolation and infiltration of precipitation into the underlying shallow/intermediate aquifers.	Yes	See D12. The Domestic Water Plan being prepared per LRDP EIR MM 4.8-5(a) will include water conservation recommendations.
D21	15	<u>LRDP EIR Mitigation Measure 4.8-10(b):</u> Jurisdictions within the Putah Creek watershed should comply with Phase II NPDES Municipal Storm Water Permit requirements for small municipalities in order to minimize the contribution of sediment and other pollutants associated with development in the region.	Yes	Implementation is part of on-going operations of the campus.
D22	16	<u>LRDP EIR Mitigation Measure 4.8-10(c):</u> Implement Stormwater Pollution Prevention Programs (SWPPPs) and monitoring programs for specified industrial and construction activities, in compliance with the state's General Permits. Such plans will include Best Management Practices (BMPs) or equally effective measures.	Yes	Campus commitment, and part of construction contract specifications. For all campus construction projects managed by outside contractors and/or disturbing over one acre, the campus requires a project-specific SWPPP. All routine maintenance activities and construction projects disturbing less than one acre are covered under the campus' Phase II Municipal Storm Water Management Plan.
D29	17	<u>LRDP EIR Mitigation Measure 4.14-2(a):</u> Pursue Transportation Demand Management strategies to reduce vehicle-trips to and from campus.	Yes	The UC Davis TAPS office operates a TDM program to reduce vehicle trips. Parking utilization rates currently indicate that overall vehicle trips to campus have declined since adoption of the 2003 LRDP. In 2009-10, Unitrans and TAPs spent approximately \$3.5 million on TDM-related programs.
D30	18	<u>LRDP EIR Mitigation Measure 4.14-2(b):</u> Monitor traffic operations as specified to identify locations operating below UC Davis, City of Davis, Yolo County, Solano County, or Caltrans level of service (LOS) thresholds and to identify improvements to restore operations to an acceptable level.	Yes	The campus monitors intersection and roadway performance every three years (campus pays 100% of the approximately \$25,000 monitoring costs). Traffic counts indicate significant impacts are not expected until the end of the LRDP planning period (2015-16). Project-specific environmental review and traffic monitoring has not indicated the need for identified traffic improvements. Monitoring occurs every 3 years and was not required during FY2009-10.
D32	19	<u>LRDP EIR Mitigation Measure 4.14-4:</u> Monitor transit ridership to identify routes operating over capacity with increased campus growth. Work with transit providers to identify demand for additional service or new transit routes.	Yes	Unitrans ridership is monitored as part of routine operations. The primary new growth area on campus will be West Village. This new neighborhood will include route extensions for Unitrans.
D33	20	<u>LRDP EIR Mitigation Measure 4.15-7(a):</u> Adequacy of the existing capacity of the natural gas supply pipeline at the point of connection will be evaluated at the time new campus projects are designed. If capacity is inadequate, the system will be updated as specified.	Yes	A utilities study is performed for all campus projects that have potential to affect utility systems, including natural gas.
D35	21	<u>Voluntary Agreement between ASUCD and City:</u> Annual operations of the Davis Unitrans city/university public bus system.	Yes	UCD runs Unitrans bus system which serves the entire city. In FY2009-10 UCD contributed \$2.25 million to Unitrans. The balance of the budget was from the City and other sources. The \$2.25 million is included in the overall TDM figure of \$3.5 million in D29 and D31.
D39	22	<u>Voluntary Agreement:</u> UC Davis-City of Davis Water Sales Agreement	Yes	In FY2009-10, UC Davis entered into a voluntary agreement with the City of Davis to sell a limited volume of treated domestic water to the City each year for a set time period.
D1	23	<u>LRDP EIR Mitigation Measure 4.1-3(a):</u> Projects will utilize nonreflective materials.	No	No projects with potentially significant off-campus impacts on aesthetics have started construction. Mitigation would occur on campus not off.
D2	24	<u>LRDP EIR Mitigation Measure 4.1-3(b):</u> Design of outdoor lighting will minimize glare and upward directed lighting.	No	No projects with potentially significant off-campus impacts on aesthetics have started construction. Mitigation would occur on campus not off.

ID#	#	Commitment (Summary)	Triggered?	Status
D3	25	<u>LRDP EIR Mitigation Measure 4.1-3(c):</u> Campus Design Review Committee will review specified lighting fixture to avoid effects on nighttime views.	No	No projects with potentially significant off-campus impacts on aesthetics have started construction. Mitigation would occur on campus not off.
D9	26	<u>LRDP EIR Mitigation Measure 4.8-3(c):</u> Drainage requirements, as specified, for campus development west of County Road 98.	No	Recent projects west of County Road 98 utilize existing detention basins constructed prior to the 2003 LRDP. All current and future improvements are expected to occur on campus.
D14	27	<u>LRDP EIR Mitigation Measure 4.8-5(c):</u> To the extent feasible, locate new water supply wells in the deep aquifer on the west campus in sands and gravels that are not used by or available to the City of Davis for deep water extraction.	No	Location of any future wells would be on the campus. No new wells are currently planned.
D19	28	<u>LRDP EIR Mitigation Measure 4.8-6(d):</u> If specified conditions apply, the campus will reduce use of water from the aquifer by using surface water and/or treated wastewater effluent to irrigate campus recreation fields.	No	Not triggered. UC Davis continues to work with the cities of Davis and Woodland on a project that would potentially bring surface water from the Sacramento River to the communities and the campus. See D13 for status.
D23	29	<u>LRDP EIR Mitigation Measure 4.10-2(b):</u> Incorporation of noise controls into the West Village project as specified.	No	West Village facilities are being constructed and will include appropriate sound mitigation.
D24	30	<u>LRDP EIR Mitigation Measure 4.10-2 (a):</u> Construct new or increase heights of existing sound walls proximate to the West Village project site as specified. Campus will reimburse the City of Davis the campus' fair share of the cost of a City of Davis noise abatement program for reducing interior noise levels in homes along Russell Boulevard as specified.	No	No projects have started construction with potentially significant off-campus noise impacts.
D25	31	<u>LRDP EIR Mitigation Measure 4.12-3:</u> If specified conditions apply, UC Davis shall negotiate with the City of Davis to determine the campus' fair share of the costs to implement any feasible and required environmental mitigation measures applicable to the provision of fire protection services at the West Village Neighborhood.	No	The campus expects to provide its own fire service for the proposed University Neighborhood (West Village). Thus, this impact is not triggered and no payment is anticipated.
D26	32	<u>LRDP EIR Mitigation Measure 4.12-6:</u> If specified conditions apply, UC Davis shall negotiate with the appropriate local jurisdiction to determine the campus' fair share of the costs for implementing mitigation measures pertaining to environmental impacts of police and fire facilities.	No	Local communities have not constructed new fire facilities to accommodate new growth, including LRDP-related growth, that would cause significant impacts to prime agricultural lands or habitat. UC Davis Fire and Police Departments provide primary response to the UC Davis campus and mutual aid response to the City of Davis and other local jurisdictions. In addition, the UC Davis Fire Department Hazardous Materials Unit provides primary response to the campus and the City of Davis. These campus units minimize the need for local fire and police to increase staff and facilities in response to campus growth.
D27	33	<u>LRDP EIR Mitigation Measure 4.12-7:</u> If specified conditions apply, UC Davis shall negotiate with the appropriate local jurisdiction to determine the campus' fair share of the costs for implementing mitigation measures pertaining to environmental impacts of school facilities.	No	Local communities have not constructed new school facilities in whole or in part to accommodate LRDP-related growth that would cause significant impacts to prime agricultural lands or habitat.
D28	34	<u>LRDP EIR Mitigation Measure 4.13-2:</u> If specified conditions apply, UC Davis shall negotiate with the appropriate local jurisdiction to determine the campus' fair share of the costs for implementing mitigation measures pertaining to environmental impacts of recreation facilities.	No	Local communities have not constructed new recreation facilities in whole or in part to accommodate LRDP-related growth that would cause significant impacts to prime agricultural lands or habitat.
D31	35	<u>LRDP EIR Mitigation Measure 4.14-2 (c):</u> If specified conditions apply, UC Davis will contribute its fair share towards roadway improvements at specified affected transportation intersections.	No	Traffic monitoring is conducted by UC Davis (see 4.14-2(b) in D30), and the results of that monitoring indicate that none of the MM 4.14-2(c) conditions have been triggered. UC Davis and the City of Davis have completed a joint study ("Downtown-Campus Connections Concepts and Implementation Plan," March 2006), which considers improvements for First Street and A Street, as well as other campus-downtown connections. UC Davis and the City of Davis equally shared the \$105,000 cost of the "Downtown-Campus Connections Concepts and Implementation Plan," March 2006. As stated in D29, in 2009-10 Unitrans and TAPs spent approximately \$3.5 million on TDM-related programs.

## APPENDIX

Budget and Capital Resources  
March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
D34	36	<u>LRPD EIR Mitigation Measure 4.15-10:</u> If specified conditions apply, UC Davis shall negotiate with the appropriate local jurisdiction to determine the campus' fair share of the costs for implementing mitigation measures pertaining to environmental impacts of wastewater treatment facilities.	No	Local communities have not constructed new wastewater treatment facilities to accommodate growth in whole or in part due to LRPD implementation that would cause significant impacts to prime agricultural lands or habitat.
D36	37	<u>Voluntary Agreement:</u> Campus paid city for improvements to multimodal transportation facilities in the City.	Completed prior to reporting year	\$223,090 paid to the City of Davis in 2004, which completed commitments made under 1994 LRPD. Payment previous to reporting period. Mitigation complete.
D37	38	<u>Voluntary Agreement:</u> Campus asked City of Davis planning and public works staff to review plans for proposed campus neighborhood.	Completed prior to reporting year	UC Davis reimbursed City of Davis \$87,000 in 2004 for staff time by city public works and planning staff employees. Payment prior to reporting period. Mitigation complete.
D38	39	<u>Voluntary Agreement:</u> Campus asked local school district to develop program options for Davis Joint Unified School District facilities in new campus village.	Completed prior to reporting year	UC Davis paid the school district \$20,000 in 2003 to prepare analysis. Payment prior to reporting period. Mitigation complete.

ID#	#	Commitment (Summary)	Triggered?	Status
<b>Table 1: Status of UC DAVIS MEDICAL CENTER Commitments to Mitigate Off-Campus Impacts 2009-10</b>				
DMC1	1	<u>LRDP EIR Mitigation Measure B.2.b:</u> The University will cooperate with the City in resolving concerns about the 63" combined sanitary and storm drain that traverses the UCDMC site. The University in any future development will protect the pipe or the function of the pipe.	Yes	Campus has coordinated with City - see DMC 2.
DMC2	2	<u>LRDP EIR Mitigation Measure B.2.c:</u> The University will cooperate with the City in a study toward resolution of storm drainage concerns on and immediately adjacent to the UCDMC site.	Yes	\$92,086 annual payment to City of Sacramento for City stormwater detention facility on UC property. Total UC share is \$1.8 million paid in 20 annual payments (\$1,012,946 paid to date).
DMC3	3	<u>LRDP EIR Mitigation Measure C.2.b:</u> As part of the design of future buildings, the site will be divided into building height zones, to ensure that areas of the site adjacent to residential areas will be developed with low-rise buildings.	Yes	Evaluated in project level CEQA documents.
DMC4	4	<u>LRDP EIR Mitigation Measure D.2.a:</u> The University will continue its policy of cooperating with local agencies in planning matters of mutual concern.	Yes	Campus meets with local neighborhood association to inform the community of campus projects.
DMC5	5	<u>LRDP EIR Mitigation Measure D.2.b:</u> In the event acquisition of additional property becomes financially feasible, the University will minimize community land use impacts by initially purchasing property only as it becomes available for sale by owners in this area.	Yes	Commitment is a reference to residential property purchased as it became available between X and Y Streets (now location of Shriners). Last acquisition was USE credit union in 2001.
DMC7	6	<u>LRDP EIR Mitigation Measure D.2.d:</u> The University will not acquire or change the use of any acquired property prior to complying with CEQA.	Yes	CEQA evaluation for acquisition of properties between X and Y St done in 1989 LRDP EIR. CEQA documentation done for all projects.
DMC8	7	<u>LRDP EIR Mitigation Measure G.2.a &amp; G.2.b:</u> A comprehensive transportation demand management plan will be developed with the goal of reducing peak-hour trips and daily trips by ten percent.	Yes	\$634,000 2009-10 TDM budget - includes bus subsidies, ridesharing, carpools, light rail shuttle etc.
DMC9	8	<u>LRDP EIR Mitigation Measure I.2.d:</u> UCDMC will continue to work with City agencies in identifying the need for and configuration of sewer line improvements. The University will not produce wastewater in quantities in excess of the capacity of the sewer lines.	Yes	Wastewater volumes estimated for projects in CEQA evaluations. No exceedences. No payments required to date by Sacramento County Regional Sanitation Dist.
DMC10	9	<u>LRDP EIR Mitigation Measure J.2.c:</u> The UCDMC Fire Marshall will work with the City of Sacramento Fire Dept to review Fire Dept access to all buildings on this site.	Yes	UCDMC Fire Marshal coordinates design reviews with City Fire Dept. and obtains concurrence.
DMC11	10	<u>LRDP EIR Mitigation Measure J.2.d:</u> The University will prepare a water supply utility study for fire suppression and will review it with the City of Sacramento Fire Dept and the City of Sacramento Water Dept.	Yes	UCDMC Fire Marshal coordinates design reviews with City Fire Dept. and obtains concurrence. Adequacy of water volume and pressure for fire suppression are evaluated in project level CEQA documents. Campus upgrades water lines on campus as needed.
DMC13	11	<u>LRDP EIR Mitigation Measure K.2.e:</u> Construction traffic will be routed down Stockton Blvd and into the project along X Street or down Broadway via 49th Street whenever possible. Construction traffic will be minimized along V Street.	Yes	Construction traffic routed on these streets per the mitigation.
DMC16	12	<u>LRDP EIR Mitigation Measure P.3.a.1 (TDM):</u> Establish an employee ridesharing program; encourage carpools	Yes	TDM program established and funded - see DMC8.
DMC17	13	<u>LRDP EIR Mitigation Measure P.3.a.2 (TDM):</u> Provide further incentive for carpools and vanpools by increasing the amount of employee parking spaces reserved for these modes.	Yes	Parking demands reviewed periodically and spaces reallocated as needed to support vanpool and carpool program.

## APPENDIX

Budget and Capital Resources  
March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
DMC18	14	<u>LRDP EIR Mitigation Measure P.3.a.3 (TDM):</u> Work with the regional transit district to develop and distribute promotional and informational materials related to the district's bus and rail service.	Yes	These costs included in TDM total reported in DMC8.
DMC19	15	<u>LRDP EIR Mitigation Measure P.3.a.4 (TDM):</u> Consider partial subsidy of monthly transit passes for employees who commute via regional transit.	Yes	\$113,700 total payments in 09-10 supporting employee use of transit. These costs included in TDM total reported in DMC8. \$95,000 paid to Sacramento Regional Transit, \$16,000 for Transit checks valid for other transit agencies. \$2,700 paid to Sacramento Transportation Management Association annually.
DMC20	16	<u>LRDP EIR Mitigation Measure P.3.a.5 (TDM):</u> Promote alternative modes of travel among new employees through a mandatory orientation program.	Yes	These costs included in TDM total reported in DMC8.
DMC21	17	<u>LRDP EIR Mitigation Measure P.3.a.6 (TDM):</u> Permit and encourage flexible work hours among non-medical staff and other employee groups.	Yes	These costs included in TDM total reported in DMC8.
DMC23	18	<u>LRDP EIR Mitigation Measure P.3.a.8 (TDM):</u> Conduct an annual or bi-annual survey of employees to evaluate the effectiveness and possible shortcomings of the travel demand management program.	Yes	These costs included in TDM total reported in DMC8.
DMC24	19	<u>LRDP EIR Mitigation Measure P.3.a.9 (TDM):</u> Develop a parking management plan to ensure that adequate off-street parking is available for visitors and other short-term parkers.	Yes	Parking demands reviewed in project level CEQA documentation.
DMC25	20	<u>LRDP EIR Mitigation Measure P.3.a.10 (TDM):</u> Dedicate conveniently located employee parking for carpool use.	Yes	Parking demands reviewed periodically and spaces reallocated as needed to support vanpool and carpool program.
DMC26	21	<u>LRDP EIR Mitigation Measure P.3.a.11 (TDM):</u> Provide a limited amount of close-in parking for motorcycles and motor scooters.	Yes	Parking demands reviewed periodically and spaces reallocated as needed.
DMC27	22	<u>LRDP EIR Mitigation Measure P.3.a.12 (TDM):</u> Provide bicycle parking in sheltered locations next to all major buildings.	Yes	Included in project construction costs.
DMC28	23	<u>LRDP EIR Mitigation Measure P.3.a.13 (TDM):</u> Make available existing shower and locker facilities to those who walk or bicycle to work, to encourage use of these modes.	Yes	Included in project construction costs.
DMC29	24	<u>Transportation Mitigation Measure P.3.a.14 (TDM):</u> Continue operation of the direct shuttle between the nearest RT Metro Station and the Medical Center, according to demand.	Yes	These costs included in TDM total reported in DMC8.
DMC31	25	<u>LRDP EIR Mitigation Measure P.3.b.1.a.:</u> New parking structures located adjacent to Stockton Blvd. with ingress only on cross streets, not on Stockton Blvd.	Yes	Parking structure 1 is adjacent to Stockton Blvd and is accessed from cross streets. Parking structure 2 is interior to campus. Parking Structure 3 will be adjacent to Stockton and will be accessed from both Stockton and X Street; the traffic analysis conducted for Parking Structure 3, dated August 2009, concluded that the project would not degrade intersection LOS along Stockton Boulevard.
DMC32	26	<u>LRDP EIR Mitigation Measure P.3.b.1.b.:</u> The University will dedicate property along the eastern side of Stockton Blvd to allow the right-of-way for future street widening.	Yes	City has not implemented widening nor requested property dedication.
DMC37	27	<u>LRDP EIR Mitigation Measure P.3.c.2.:</u> The Medical Center will provide available funds to the City to partially offset the cost of evaluating a limited system of traffic diverters and barriers to minimize intrusion of commuter traffic into residential	Yes	See DMC42. A study in process, but no improvements implemented or fees paid.
DMC41	28	<u>M.I.N.D. IS/MND Mitigation Measures 1 &amp; 2:</u> Conduct traffic counts, evaluate data. If specific criteria are exceeded, work with City and/or Caltrans to determine what, if any improvements these agencies recommend, and contribute fair-share cost	Yes	Conditions warranting payments have not occurred.

## APPENDIX

Budget and Capital Resources  
March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
DMC42	29	<u>Education Bldg EIR Mitigation Measure 4.2-5:</u> conduct traffic counts, evaluate data. If specific criteria are exceeded, work with City of Sacramento to determine what, if any improvements the City recommend, and contribute fair-share cost. Closure of V Street access to campus identified as option, based on traffic	Yes	Fehr and Peers (traffic consultants) under contract to DMC to study effect of possible future closure of V St access points to campus. Conditions warranting payments have not occurred.
DMC43	30	<u>Education Bldg EIR Mitigation Measure 4.2-5:</u> Conduct traffic counts, evaluate data. If specific criteria are exceeded, work with City of Sacramento to determine what, if any improvements the City recommend, and contribute fair-share cost	Yes	Conditions warranting payments have not occurred.
DMC46	31	<u>Education Bldg EIR Mitigation Measure 4.2-4:</u> UCDMC shall give 30-day notice to the FAA of intent to construct in navigable airspace.	Yes	UCDMC will provide FAA 30-day notice of intent to construct in navigable airspace.
DMC49	32	Payment to SMUD for utility infrastructure serving UCDMC. Paid under Gov Code 54999, so not an LRDP EIR mitigation.	Yes	\$680,033 for FY 09/10.
DMC 50	33	<u>Parking Structure 3 MM AES-2:</u> Hooded and down-directed lights shall be used for nighttime illumination.	Yes	Project design conforms to mitigation requirement. Cost included in construction contract.
DMC 51	34	<u>Parking Structure 3 MM BIO-1:</u> Limit construction to the non-breeding season.	Yes	Removal of existing trees (potential nesting sites for migratory birds) was accomplished during non-breeding season.
DMC 52	35	<u>Parking Structure 3 MM TRANS-1:</u> To the degree practicable, construction of the project will be scheduled in a manner that ensures that construction impacts are not compounded.	Yes	Construction workers are generally arriving and departing the site at non-peak hours. Construction impacts are not being compounded.
DMC 53	36	<u>Parking Structure 3 MM TRANS-2:</u> Construction workers will be required to park in designated areas	Yes	Construction contract includes designated construction yard, including parking. Construction workers are generally arriving and departing the site at non-peak hours. Cost included in construction contract.
DMC33	37	<u>LRDP EIR Mitigation Measure P.3.b.2.a.:</u> The Medical Center will provide available funds to the City to partially offset the cost of modifications to the Stockton/T Street intersection to add exclusive right turn lanes on both the northbound and southbound Stockton Blvd approaches.	No	Improvement has not been planned or programmed by the City.
DMC35	38	<u>LRDP EIR Mitigation Measure P.3.b.2.f.:</u> The Medical Center will provide available funds to the City to partially offset the cost of widening the northbound approach of the Stockton/Broadway intersection to provide a separate right turn lane.	No	Improvement has not been planned or programmed by the City.
DMC36	39	<u>LRDP EIR Mitigation Measure P.3.c.1:</u> Expand the neighborhood parking program as necessary with enforcement provided. If 2-hour zones are overutilized by persons visiting the Medical Center, they may be replaced with a greater number of 1-hour or "zero hour" zones.	No	DMC supports the development of neighborhood parking permit programs in adjacent residential neighborhoods but has not been required to make payments, nor implement or enforce any neighborhood parking programs.
DMC44	40	<u>Child Dev Ctr IS/MND Mitigation Measure 6:</u> Prepare noise assessment to establish baseline noise levels, determine whether additional noise attenuation is needed at outdoor play areas, and monitor noise levels.	No	Project was approved, but not constructed.
DMC6	41	<u>LRDP EIR Mitigation Measure D.2.c:</u> The University will develop a Relocation Plan to assist any renters who may remain at the time rental property is sold.	Completed prior to reporting year	Completed. Last rental properties were acquired in early 1990's.
DMC12	42	<u>LRDP EIR Mitigation Measure K.2.b:</u> During the first phase of property acquisition for the blocks bounded by Stockton Blvd, 45th Street, X Street, and Y Street, demolition and paving operations will be coordinated with the adjoining neighbors so as to minimize noise impact.	Completed prior to reporting year	Completed.

## APPENDIX

Budget and Capital Resources

March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
DMC14	43	<u>LRDP EIR Mitigation Measure K.2.f:</u> Noise levels resulting from the new central plant on V Street will not exceed 50 dBA, measured at any residential property, this meeting the City's noise standard. The measurements will be conducted as set forth in the City of Sacramento's noise code.	Completed prior to reporting year	Central Plant not built on V St, but was relocated to the center of campus at 2nd Ave and 49th St. Noise monitoring of new site - see DMC 39.
DMC15	44	<u>LRDP EIR Mitigation Measure O.2.a:</u> Public street tree plantings and off street parking area plantings for new and renovated development will conform to City of Sacramento guidelines.	Completed prior to reporting year	Completed. Landscape plantings along Stockton Blvd between 2nd Ave and Broadway. \$26,539 in 2006/7.
DMC22	45	<u>LRDP EIR Mitigation Measure P.3.a.7 (TDM):</u> Hire a full time transportation coordinator and establish a permanent office on the Medical Center campus for employee transportation services.	Completed prior to reporting year	These costs included in TDM total reported in DMC8.
DMC30	46	<u>LRDP EIR Mitigation Measure P.3.a.15 (TDM):</u> Support construction of an additional RT Metro Station in proximity to the Medical Center.	Completed prior to reporting	Completed. \$15,000 contribution for art in 1995.
DMC34	47	<u>LRDP EIR Mitigation Measure P.3.b.2.e.:</u> The University will construct the realignment of Second Avenue as it enters university property.	Completed prior to reporting year	Completed. UCDMC paid for entire project \$805,570 in 1999-2000
DMC38	48	<u>Tower II EIR Mitigation Measure 4.2-2:</u> Provide written guarantee to each affected property owner (specific criteria listed in EIR) that fair market value will not decline as result of LifeFlight helicopter noise during use of interim helipad. As an alternative, university	Completed prior to reporting year	Complete. \$160,000 paid to 32 property owners 1994-95 for noise attenuation Improvements due to temporary helipad location.
DMC39	49	<u>Central Plant EIR Mitigation Measure 4.6-4:</u> Shielding and other specified measures as deemed appropriate and effective by the design engineer to prevent noise levels exceeding 50 dBA at the property line of the nearest residence along 49th Street. Noise level at Marion Anderson School is 55 dBA, because the sensitive hours for the school are during the daytime, and 55 dBA is the recommended daytime limit of the City of Sacramento Noise Ordinance. Noise reduction measures could include but not necessarily limited to mechanical features to reduce noise and landscape features to attenuate and redirect noise away from school.	Completed prior to reporting year	Complete. Noise measurement done at nearest sensitive noise receptor (Marion Anderson School). Cooling towers which initially exceeded noise standard were replaced in 2004. Measured noise levels are 53dBA at school site. No longer any residences along 49th St.
DMC40	50	<u>Tower II EIR Mitigation Measure 4.2-1:</u> Implement TDM measures from LRDP EIR.	Completed prior to reporting year	See DMC 8 and DMC 15-30
DMC45	51	<u>Davis Tower Ext Sign EIR Mitigation Measure 4.1-1:</u> Change the design and monitor for effectiveness.	Completed prior to reporting year	Completed. Campus removed blue neon signs and replaced with new lighting \$312,399 FY 2006/07.
DMC47	52	Lighted Pedestrian Crosswalk on Stockton Boulevard	Completed prior to reporting year	Completed. \$95,295 2006/07.

**APPENDIX**Budget and Capital Resources  
March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
DMC48	53	Undergrounding of utilities on Stockton Boulevard	Completed prior to reporting year	Completed. \$3,044,769 from 1992-1997.

ID#	#	Commitment (Summary)	Triggered?	Status
<b>Table 1: Status of UC IRVINE Commitments to Mitigate Off-Campus Impacts 2009-10</b>				
I1	1	<u>2007 LRDPEIR Mitigation Measure Aes-1A:</u> For projects in the UCI South Campus, in the vicinity of Bonita Canyon Drive, UCI shall ensure that the projects include design features to minimize visual impacts from off-campus areas.	Yes	No projects under construction during 2009/2010 were required to implement this mitigation measure.
I2	2	<u>2007 LRDPEIR Mitigation Measure Aes-2A:</u> UCI will include design features to minimize glare impacts.	Yes	No projects under construction during 2009/2010 were required to implement this mitigation measure.
I3	3	<u>2007 LRDPEIR Mitigation Measure Aes-2B:</u> UCI will approve an exterior lighting plan for each project, including design features as specified.	Yes	No projects under construction during 2009/2010 were required to implement this mitigation measure.
I4	4	<u>2007 LRDPEIR Mitigation Measure Air-2A:</u> Perform air quality assessments for construction projects as specified.	Yes	No projects under construction during 2009/2010 were required to implement this mitigation measure.
I6	5	<u>2007 LRDPEIR Mitigation Measure Air-2C:</u> UCI shall ensure that operational air emissions, including area sources, stationary sources, and vehicular emissions, are reduced to the extent possible via specified transportation demand management measures.	Yes	2009-10 expenditure breakdown: transit (OCTA bus service) \$260,000; vanpool \$240,000; campus shuttle service \$500,000; train \$30,000; carpool \$60,000; bike related \$70,000; Pedestrian related \$12,000; carshare (Zipcar) \$12,000; charter bus services \$216,000.
I7	6	<u>2007 LRDPEIR Mitigation Measure Hyd-1A:</u> As early as possible in the planning process of future projects that implement the 2007 LRDPEIR and would result in land disturbance of 1 acre or greater, and for all development projects occurring on the North Campus in the watershed of the San Joaquin Freshwater Marsh, a qualified engineer shall complete a drainage study as specified.	Yes	No projects under construction during 2009/2010 were required to implement this mitigation measure.
I8	7	<u>2007 LRDPEIR Mitigation Measure Hyd-2A:</u> Prior to initiating on-site construction for future projects that implement the 2007 LRDPEIR, UCI shall approve an erosion control plan for project construction as specified.	Yes	No projects under construction during 2009/2010 were required to implement this mitigation measure.
I9	8	<u>2007 LRDPEIR Mitigation Measure Hyd-2B:</u> If certain conditions apply, UCI will incorporate specified or equivalent design features into project development plans and construction documents.	Yes	No projects under construction during 2009/2010 were required to implement this mitigation measure.
I10	9	<u>2007 LRDPEIR Mitigation Measure Tra-1A:</u> Implement a range of Transportation Demand Management (TDM) strategies and monitor their performance through annual surveys.	Yes	TDM program implemented and expanded. Total UCI contribution to TDM and transit programs in 2009-10 was approximately \$1.4 million. Refer to I6 for expenditure breakdown.
I11	10	<u>2007 LRDPEIR Mitigation Measure Tra-1B:</u> UCI will continue to pursue the implementation of affordable on-campus housing to reduce peak-hour commuter trips to the campus.	Yes	No projects under construction during 2009/2010 were required to implement this mitigation measure.
I12	11	<u>2007 LRDPEIR Mitigation Measure Tra-1C:</u> UCI will work cooperatively with the City of Irvine, City of Newport Beach, OCTA and other local agencies to coordinate service and routes of the UCI Shuttle with existing and proposed shuttle and transit programs including the proposed Jamboree/IBC Shuttle, proposed Orange County Great Park Shuttle, Irvine Spectrum Shuttle, and other community transit programs.	Yes	UCI worked cooperatively with the OCTA to alter three bus routes (79, 175, 213) so that they would run through the campus, providing more ready access to the UCI community.

## APPENDIX

Budget and Capital Resources  
March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
I18	12	<u>2007 LRDP EIR Mitigation Measure Tra-1I:</u> UCI shall review individual projects proposed under the 2007 LRDP for consistency with UC Sustainable Transportation Policy and UCI Transportation Demand Management goals to ensure that bicycle and pedestrian improvements, transit stops, and other project features that promote alternative transportation are incorporated to the extent feasible.	Yes	No projects under construction during 2009/2010 were required to implement this mitigation measure.
I20	13	<u>Govt Code 54999 or User Fees:</u> The Irvine campus has had an agreement with the Irvine Ranch Water District (IRWD) to provide water and sewer services to the campus since the initial development of the campus in the 1960s. The original agreement anticipated that additional sewer capacity would be made available on a phased basis as the campus developed. Since 1983, the campus has been assessed \$12.5 million for incremental increases in sewer capacity under this agreement. The two most recent assessments for increases in sewer and waste disposal capacity were made in 2004 (\$996,990) and 2006 (\$2,267,880), each to be paid over a 15-year period. Total commitment is \$3,264,840 to be paid by 2021.	Yes	UCI paid \$17,023 in sewer capacity assessments in FY 2009/10. Since 2004, \$2,869,181 of the \$3,264,840 total commitment has been paid to IRWD.
I22	14	<u>Voluntary Agreement - UC Irvine</u> is making an annual road/intersection maintenance contribution of \$5,000 for 10 years.	Yes	A \$5,000 payment was made in FY 2009/2010.
I26	15	<u>Voluntary Agreement - Matching funds</u> to the City of Irvine for signal improvements at the Campus Drive/California Ave intersection.	Yes	The campus will pay the City matching funds for signal improvements at the Campus Drive/California Ave intersection. In FY 2009-10, the payment was not yet due because it is pending action (project approval) by the City.
I28	16	<u>Voluntary Agreement - UTC/URP/IAC Parking Management Program</u>	Yes	Cooperation agreement with The Irvine Company.
I5	17	<u>2007 LRDP EIR Mitigation Measure Air-2B:</u> Project construction contracts will include a construction emissions mitigation plan, including best management practices (BMPs) as specified.	No	No projects under construction during 2009/2010 were required to implement this mitigation measure.
I13	18	<u>2007 LRDP EIR Mitigation Measure Tra-1D:</u> Monitor campus trip generation and distribution and the performance of specified intersections in relationship to enrollment growth. If impacts are triggered, UCI will implement measures to reduce vehicle trips contributing to the impact or provide "fair share" funding for improvements at the impacted intersections as described in Mitigation Measures Tra-1E and Tra-1F. UCI's share of funding will be determined by the percentage of UCI traffic volumes compared to the total traffic volumes at the impacted intersections.	No	No payments were triggered or due in 2009-10. No payments triggered to date since measure became effective.
I14	19	<u>2007 LRDP EIR Mitigation Measure Tra-1E:</u> UCI will collect UCITP traffic fees from "for-profit" development projects or other campus projects as determined by the University. Fees will be provided to the City of Irvine, City of Newport Beach, or other public agencies to fund UCI's share of UCITP improvements when the improvements are implemented, as provided in mitigation measure Tra-1D.	No	No new for-profit development occurred in 2009-10.

## APPENDIX

Budget and Capital Resources  
March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
I15	20	<u>2007 LRDPEIR Mitigation Measure Tra-1F:</u> If the City of Irvine or City of Newport Beach implements UCITP improvements following UCI determination that LRDPEIR traffic is causing a significant impact, and UCITP fees collected to date are insufficient to fund UCI's fair share, UCI shall identify and obtain funding for the fair share of identified improvements from an alternative source.	No	No UCITP improvement was implemented by either the City of Irvine or Newport Beach in 2009-10.
I16	21	<u>2007 LRDPEIR Mitigation Measure Tra-1G:</u> UCITP fees established for future "for-profit" development on UCI's North Campus shall be commensurate with the traffic fees established in the City of Irvine's IBC Transportation Fee program.	No	No for-profit development occurred on the North Campus in 2009-10.
I17	22	<u>2007 LRDPEIR Mitigation Measure Tra-1H:</u> UCI will assess a San Joaquin Hills Transportation Corridor fee, as specified, to future "for-profit" campus development projects in accordance with the development fee program established by the Joint Powers Agreement entered into by the City of Irvine, the County of Orange, and neighbor cities to help pay for the San Joaquin Hills Transportation Corridor	No	No new for-profit development occurred in 2009-10. All required San Joaquin Hills Transportation Corridor fees (\$3.5 million) have been paid.
I19	23	<u>2007 LRDPEIR Mitigation Measure Tra-1J:</u> Traffic control plans ensuring adequate emergency access and egress will be implemented during construction of campus projects and during special events.	No	Commitment met for all projects and campus events.
I23	24	<u>Voluntary Agreement - Funding of Traffic Signal jointly used by UCI and City traffic.</u>	No	Not triggered.
I24	25	<u>Voluntary Agreement - Fair share funding of roadway widening and intersection improvements.</u>	No	Not triggered.
I25	26	<u>Voluntary Agreement - Public assistance measure, not a CEQA mitigation measure.</u>	No	Not triggered.
I21	27	<u>Voluntary Agreement - Road improvements at Vista del Campo and Culver Drive to accommodate construction of a 1,500 bed student apartment complex.</u>	Completed prior to reporting year	Completed
I27	28	<u>Voluntary Agreement - Funding of off-street bike trail for campus and public use</u>	Completed Prior to Reporting Year	Funded through provision of campus land for bike trail.

ID#	#	Commitment (Summary)	Triggered?	Status
<b>Table 1: Status of UC IRVINE MEDICAL CENTER Commitments to Mitigate Off-Campus Impacts 2009-10</b>				
IMC2	1	Mitigation Measure 3.1-3: Prior to the completion final construction documents, the UCI Medical Center shall ensure that Medical Center projects use low-reflective materials on buildings and parking structures that do not promote glare to the greatest extent feasible.	Yes	No new projects under construction during 2009/2010 were required to implement this mitigation measure.
IMC3	2	Mitigation Measure 3.2-1(a): Prior to construction, the UCI Medical Center shall implement the following measures to reduce impacts of ozone precursor emissions from construction equipment exhaust.  (1) In order to reduce diesel fuel engine emissions, the UCI Medical Center shall require that all construction bid packages include a separate "Diesel Fuel Reduction Plan." This plan shall identify the actions to be taken to reduce diesel fuel emissions during construction activities (inclusive of grading, demolition, and excavation activities). Reductions in diesel fuel emissions can be achieved by measures including, but not limited to, the following: a) use of alternative energy sources, such as compressed natural gas or liquefied petroleum gas, in mobile equipment and vehicles; b) use of "retrofit technology," including diesel particulate traps, on existing diesel engines and vehicles; c) other appropriate measures.  (2) Turn equipment off when not in use for more than five minutes.	Yes	No new projects under construction during 2009/2010 were required to implement this mitigation measure.
IMC4	3	Mitigation Measure 3.2-2: To reduce emissions associated with full LRDp implementation project-related vehicle trips, the UCI Medical Center shall prepare, prior to occupancy of the Phase I project, a Transportation Demand Management Program to reduce vehicle miles traveled to the maximum extent feasible. Such measures can include:  a. Preferential parking for carpool vehicles b. Bicycle parking and shower facilities c. Information provided to employees on transportation alternatives d. Rideshare vehicle loading areas e. Vanpool vehicle accessibility f. Bus stop improvements	Yes	Total cost of UCI MC TDM program for FY2009-10 was \$303,664. TDM expenditure breakdown: Metrolink Rideshare Program \$192,719.00; OCTA \$20,167.00; Carpool \$4,278.00; Campus to Campus Shuttle \$38,506; Vanpool \$47,694.00; and providing employees with information about transportation alternatives for \$300.00.
IMC5	4	Mitigation Measure 3.2-4: Prior to the completion of final construction documents, the UCI Medical Center shall conduct a wind/fume discharge study, for facilities that include fume hoods, to determine whether the desired fume exhaust stack height must be greater than seven feet. The wind/fume discharge study shall address the relationship between fresh air intake and exhaust fume stacks for individual development projects at the UCI Medical Center, as well as its relationship to other existing facilities on the campus. The analysis will determine acceptable intake and exhaust positions to ensure that these projects are in conformance with emission regulations.	Yes	No new projects under construction during 2009/2010 were required to implement this mitigation measure.

## APPENDIX

Budget and Capital Resources  
March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
IMC6	5	<u>Mitigation Measure 3.8-1(d):</u> A noise barrier 8 to 10 feet in height shall be provided at the project site perimeter, where construction would be adjacent to onsite or offsite sensitive receptors that will break the line-of-sight between construction equipment and noise receptors, where feasible.	Yes	No new projects under construction during 2009/2010 were required to implement this mitigation measure.
IMC7	6	<u>Mitigation Measure 3.8-3(a):</u> The UCI Medical Center shall prepare an acoustical study(ies) prepared by a qualified acoustical expert for any activities found to potentially exceed the City of Orange Noise Ordinance. The study(ies) shall be prepared by a qualified acoustical expert and describe the noise levels generated by the use and show any measured required for compliance with the Noise Ordinance standards.	Yes	No new projects under construction during 2009/2010 were required to implement this mitigation measure.
IMC9	7	<u>Mitigation Measure 3.8-4(a):</u> As specific projects are developed and prior to the completion of final construction documents, the site plans shall be reviewed by a qualified acoustical expert to determine the noise reduction required by the buildings. Noise studies should be prepared for any building areas requiring more than 20 dB of outdoor-to-indoor noise attenuation. These assessments shall be prepared by a qualified acoustical expert and demonstrate the measures required to meet the applicable indoor standard.	Yes	No new projects under construction during 2009/2010 were required to implement this mitigation measure.
IMC11	8	<u>Mitigation Measure 3.11-1:</u> During periods of high construction traffic (such as peak demolition and excavation), the UCI Medical Center shall coordinate construction truck traffic with daily traffic patterns in the project vicinity. Such coordination would seek to minimize short-term construction traffic conflicts to the extent feasible.	Yes	No new projects under construction during 2009/2010 were required to implement this mitigation measure.
IMC13	9	<u>Mitigation Measure 3.12-1(a):</u> The UCI Medical Center shall be responsible for the provision of all onsite water system improvements necessary to serve the UCI Medical Center Phase I and Long Range Development Plan projects. Improvements shall be coordinated with the City of Orange to ensure that the project will have no net decrease in service to existing and future water customers served by the City of Orange Water Dept.	Yes	No projects new under construction during 2009/2010 were required to implement this mitigation measure. Coordination with City of Orange is ongoing.
IMC14	10	<u>Mitigation Measure 3.12-1(b):</u> Prior to the approval of any LRDP development project beyond Phase 1, the UCI Medical Center shall prepare a project-specific water demand analysis and submit the analysis to the City of Orange Water Department for use in verifying adequate water supply for the project.	Yes	No new projects under construction during 2009/2010 were required to implement this mitigation measure.
IMC15	11	<u>Mitigation Measure 3.12-3(a):</u> New construction should incorporate all practical and mandated water conservation measures. All developments should use ultra-low flow water fixtures to reduce the volume of wastewater generated.	Yes	No new projects under construction during 2009/2010 were required to implement this mitigation measure.

## APPENDIX

Budget and Capital Resources  
March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
IMC16	12	<u>Mitigation Measure 3.12-9:</u> Prior to the initiation of demolition and construction activities, the UCI Medical Center shall prepare a waste reduction plan. During the term of the demolition and construction, the UCI Medical Center shall establish a goal to recycle or divert 50 percent of construction and demolition wastes and keep records thereof in tonnage or in other measures deemed acceptable to the City of Orange. To the maximum extent feasible, onsite separation of scrap wood and clean green waste shall occur to permit chipping and mulching for soil enhancement or land cover purposes.	Yes	No new projects under construction during 2009/2010 were required to implement this mitigation measure.
IMC1	13	<u>Mitigation Measure 3.1-1:</u> As a part of site design associated with full LRDp implementation, the UCI Medical Center shall address and implement an option(s) to reduce visual effects associated with the siting of a seven-story parking structure adjacent to the Orange County Juvenile Hall facility. These options include, but are not limited to, relocation of the parking structure within the UCI Medical Center campus, reduction in parking structure height, and visual buffering of the uses.	No	The seven story parking structure project has not been implemented.
IMC8	14	<u>Mitigation Measure 3.8-3(b):</u> The UCI Medical Center shall prepare detailed plans for all parking structures. Said plans shall be accompanied by a acoustical study prepared by an acoustical expert. The acoustical study shall demonstrate that all feasible sound attenuation in compliance with the City of Orange Noise Ordinance has been incorporated into parking structure design, including but not limited to brushed driving surfaces (textured), limited openings oriented toward sensitive noise sources, etc.	No	No parking structures proposed during 2009/10.
IMC10	15	<u>Mitigation Measure 3.8-4(b):</u> Outdoor areas subject to the 65 CNEL noise standard shall be reviewed prior to the completion of final construction documents by a qualified acoustical expert to determine if the less than 65 CNEL standard will be achieved or can be met with sound barriers or other mitigation. Outdoor areas where noise barriers cannot provide enough reduction to achieve the 65 CNEL standard should be relocated, if feasible. Areas that will require sound barriers should have detailed noise studies prepared by a qualified acoustical expert to show the location and height of the noise barrier required to meet the 65 CNEL standard.	No	No new projects under construction during 2009/2010 were required to implement this mitigation measure.
IMC12	16	<u>Mitigation Measure 3.11-4:</u> The UCI Medical Center shall implement a fee system or other mechanism to fund its fair share of costs for transportation improvements as identified in Table 3.11-16. The fair share payments will be linked to future (post-Phase I) traffic generating development projects within the LRDp and shall occur only after the City of Orange or other applicable jurisdiction has: (1) determined through reasonable traffic engineering analysis that the intersection or roadway link is operating at an unacceptable Level of Service; (2) established and implemented a mechanism for collecting funds from any other developers and entities contributing to traffic impacts; and (3) constructed the relevant intersection or roadway improvement	No	No post Phase-I traffic generating development occurred during 2009-10.

ID#	#	Commitment (Summary)	Triggered?	Status
<b>Table 1: Status of UC LOS ANGELES Commitments to Mitigate Off-Campus Impacts 2009-10</b>				
LA1	1	<u>LRDP EIR MM 4.1-3(a)</u> Design for specific projects shall provide for the use of textured nonreflective exterior surfaces and nonreflective glass.	Yes	Aesthetic mitigation measures are implemented during preliminary and schematic design review.
LA2	2	<u>LRDP EIR MM 4.1-3(b)</u> All outdoor lighting shall be directed to the specific location intended for illumination (e.g., roads, walkways, or recreation fields) to limit stray light spillover onto adjacent residential areas. In addition, all lighting shall be shielded to minimize the production of glare and light spill onto adjacent uses.	Yes	Aesthetic mitigation measures are implemented during preliminary and schematic design review.
LA3	3	<u>LRDP EIR MM 4.1-3(c)</u> Ingress and egress from parking areas shall be designed and situated so the vehicle headlights are shielded from adjacent uses. If necessary, walls or other light barriers will be provided.	Yes	Aesthetic mitigation measures are implemented during preliminary and schematic design review.
LA4	4	<u>LRDP EIR PP 4.1-2(e)</u> The western, northern, and eastern edges of the main campus shall include a landscaped buffer to complement the residential uses of the surrounding community and to provide an attractive perimeter that effectively screens and enhances future development. (This is identical to Land Use PP 4.8-1(c).)	Yes	Aesthetic mitigation measures are implemented during preliminary and schematic design review.
LA5	5	<u>LRDP EIR MM 4.2-2(a)</u> The campus shall require by contract specifications that construction related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than five minutes.	Yes	UCLA has incorporated this measure and all Mitigation Measures (MMs) and Programs, Practices and Procedures (PPs) related to SCAQMD Rule 403 into our Division I contract specifications.
LA6	6	<u>LRDP EIR MM 4.2-2(b)</u> The campus shall encourage contractors to utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) and low-emission diesel construction equipment to the extent that the equipment is readily available and cost effective.	Yes	UCLA has incorporated this measure and all MMs and PPs related to SCAQMD Rule 403 into our Division I contract specifications
LA7	7	MM 4.2-2(c) The campus shall require by contract specifications that construction-related equipment used on site and for on-road export of soil meet USEPA Tier III certification requirements, as feasible.	Yes	UCLA has incorporated this measure and all MMs and PPs related to SCAQMD Rule 403 into campus Division I contract specifications.
LA8	8	<u>LRDP EIR PP 4.2-2(a)</u> The campus shall continue to implement dust control measures consistent with SCAQMD Rule 403 Fugitive Dust during the construction phases of new project development. PP identifies specified actions currently recommended to implement Rule 403 and which have been quantified by the SCAQMD as being able to reduce dust generation between 30 and 85 percent depending on the source of the dust generation.	Yes	UCLA has incorporated this measure and all MMs and PPs related to SCAQMD Rule 403 into campus Division I contract specifications. Adherence to this PP supports UCLA's efforts in attaining its carbon reducing goals reflected in the campus Climate Action Plan.
LA9	9	<u>LRDP EIR PP 4.2-2(b)</u> The campus shall continue to require by contract specifications that construction equipment engines will be maintained in good condition and in proper tune per manufacturers specification for the duration of construction.	Yes	UCLA has incorporated this measure and all MMs and PPs related to SCAQMD Rule 403 into campus Division I contract specifications. Adherence to this PP supports UCLA's efforts in attaining its carbon reducing goals reflected in the campus Climate Action Plan

## APPENDIX

Budget and Capital Resources

March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
LA10	10	LRDP EIR PP 4.2-2(c) The campus shall continue to require by contract specifications that construction operations rely on the campus existing electricity infrastructure rather than electrical generators powered by internal combustion engines to the extent feasible.	Yes	UCLA has incorporated this measure and all MMs and PPs related to SCAQMD Rule 403 into campus Division I contract specifications. Adherence to this PP supports UCLA's efforts in attaining its carbon reducing goals reflected in the campus Climate Action Plan.
LA11	11	PP 4.2-2(d) The campus shall purchase and apply architectural coatings in accordance with SCAQMD Rule 1113, thereby ensuring the limitation of VOCs during construction.	Yes	UCLA has incorporated this measure and all MMs and PPs related to SCAQMD Rule 1113 into campus Division I contract specifications. Adherence to this PP supports UCLA's efforts in attaining its carbon reducing goals reflected in the campus Climate Action Plan.
LA12	12	PP 4.13-1(a): The campus shall continue to maintain the 1990 LRDP vehicle trip cap of 139,500 average daily trips. (AQ)	Yes	Approximately \$24,000 [in addition to \$7.303 million TDM in 2008-09] is expended annually to collect the data to monitor campus trips during the third week in October, the busiest time in the academic calendar. Reporting of the annual cordon count is routinely transmitted to the Los Angeles Department of Transportation and other interested agencies. UCLA is within the vehicle trip cap. While the campus maintains the vehicle trip cap of 139,500 established in 1990, the TDM program has continued to be successful in reducing the number of trips as is evident with the 2009 average daily vehicle trips of 108,110. Adherence to this MM supports UCLA's efforts in attaining its carbon reducing goals reflected in the campus Climate Action Plan.
LA13	13	PP 4.13-1(b) The campus shall continue to maintain the 1990 LRDP parking cap of 25,169 spaces. (AQ)	Yes	As identified in the 2002 LRDP, as amended, UCLA had 24,074 parking spaces. In 2009, UCLA has 23,976 parking spaces. Adherence to this PP supports UCLA's efforts in attaining its carbon reducing goals reflected in the campus Climate Action Plan.
LA14	14	PP 4.13-1(c) The campus shall continue to provide on-campus housing to continue the evolution of UCLA from a commuter to a residential campus. (AQ)	Yes	UCLA began construction of the Weyburn Terrace Graduate Student Housing Project (510 beds) in FY 2009-10. In addition, the 2002 LRDP EIR 2009 Amendment included project-specific analysis for the 2008 Northwest Housing Infill Project (NHIP). When complete in 2013, the NHIP will add another 1,511 beds to the on-campus housing inventory; continuing the transformation of UCLA into a residential campus. Adherence to this PP supports UCLA's efforts in attaining its carbon reducing goals reflected in the campus Climate Action Plan.
LA15	15	PP 4.9-7(a) To the extent feasible, construction activities shall be limited to 7:00 A.M. to 9:00 P.M. Monday through Friday, 8:00 A.M. to 6:00 P.M. on Saturday, and no construction on Sunday and national holidays, as appropriate, in order to minimize disruption to area residents surrounding the campus and to on-campus uses that are sensitive to noise.	Yes	This PP is incorporated in to the Division 1 contract specifications for all new projects.
LA16	16	PP 4.9-7(b) The campus shall continue to require by contract specifications that construction equipment be muffled or otherwise shielded. Contracts shall specify that engine-driven equipment be fitted with appropriate noise mufflers.	Yes	This PP is incorporated in to the Division 1 contract specifications for all new projects.
LA17	17	PP 4.9-7(c) The campus shall continue to require that stationary construction equipment material and vehicle staging be placed to direct noise away from sensitive receptors.	Yes	This PP is incorporated in to the Division 1 contract specifications for all new projects.
LA18	18	PP 4.9-7(d) The campus shall continue to conduct regular meetings with on campus constituents to provide advance notice of construction activities in order to coordinate these activities with the academic calendar, scheduled events, and other situations, as needed.	Yes	UCLA Housing conducts meetings for all undergraduate residents on campus to inform them of construction activities and their potential impacts.
LA19	19	PP 4.9-8 The campus shall continue to conduct meetings, as needed, with off-campus constituents that are affected by campus construction to provide advance notice of construction activities and ensure that the mutual needs of the particular construction project and of those impacted by construction noise are met, to the extent feasible.	Yes	The campus conducts quarterly meetings with off-campus groups and representatives and project-specific meetings for Hilgard Housing were held for neighbors immediately affected or adjacent to the project sites.

## APPENDIX

Budget and Capital Resources  
March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
LA21	20	PP 4.13-1(a): The campus shall continue to maintain the 1990 LRDP vehicle trip cap of 139,500 average daily trips. (TRA)	Yes	UCLA spends approximately \$24,000 [in addition to \$7.8 TDM in 2009-10] annually to collect the data to monitor campus trips during the third week in October, the busiest time in the academic calendar. The annual cordon count is routinely transmitted to the Los Angeles Department of Transportation and other interested agencies. The FY09-10 average daily trip was 108,110. [See also same commitment as in LA12 for AQ.]
LA22	21	PP 4.13-1(b) The campus shall continue to maintain the 1990 LRDP parking cap of 25,169 spaces. (TRA)	Yes	As identified in the 2002 LRDP, as amended, UCLA had 24,074 parking spaces. As identified in the UCLA Transportation 2009 Cordon Count Final Report, UCLA has 23,976 parking spaces. Adherence to this PP supports UCLA's efforts in attaining its carbon reducing goals reflected in the campus Climate Action Plan. [See also same commitment as in LA13 for AQ.]
LA23	22	PP 4.13-1(c) The campus shall continue to provide on-campus housing to continue the evolution of UCLA from a commuter to a residential campus. (TRA)	Yes	UCLA began construction of the Weyburn Terrace Graduate Student Housing Project (510 beds) in FY 2009-10. In addition, the 2002 LRDP EIR Amendment included project-specific analysis for the 2008 Northwest Housing Infill Project (NHIP). When complete in 2013, the NHIP will add another 1,511 beds to the on-campus housing inventory; continuing the transformation of UCLA into a residential campus. Adherence to this PP supports UCLA's efforts in attaining its carbon reducing goals reflected in the campus Climate Action Plan. [See also same commitment as in LA14 for AQ.]
LA24	23	PP 4.13-1(d) The campus shall continue to implement a TDM program that meets or exceeds all trip reduction and AVR requirements of the SCAQMD. The TDM program may be subject to modification as new technologies are developed or alternate program elements are found to be more effective.	Yes	As a result of UCLA's TDM program, employee drive alone rate reduced from 69% in 1990 to 53% in 2009; the 2009 AVR is at 1.67; alternative transit, carpooling, and vanpools save 1.7 million annual trips. Adherence to this MM supports UCLA's efforts in attaining its carbon reducing goals reflected in the campus Climate Action Plan. UCLA continues to receive clean air awards for its TDM program from the SCAQMD. \$7.8TDM in 2009-10.
LA25	24	PP 4.13-2 UCLA Capital Programs will assess construction schedules of major projects to determine the potential for overlapping construction activities to result in periods of heavy construction vehicle traffic on individual roadway segments, and adjust construction schedules, work hours, or access routes to the extent feasible to reduce construction-related traffic congestion.	Yes	During the reporting year, UCLA Capital Programs coordinated construction vehicle traffic for four projects: Hilgard Housing, Pauley Pavilion, NHIP, and Weyburn Terrace. LSRB was completed during this reporting year.
LA26	25	PP 4.15-1 The campus shall continue to implement provisions of the UC Policy on Sustainability Practices including, but not limited to: Green Building Design; Clean Energy Standards; Climate Protection Practices; Sustainable Transportation Practices; Sustainable Operations; Recycling and Waste Management; and Environmentally Preferable Purchasing Practices; and provisions of the applicable UCLA Climate Action Plan.	Yes	Although the expenditures and investments attributable to UCLA's myriad sustainability initiatives is not quantified, the breadth and scale of current and past efforts is available at <a href="http://www.sustain.ucla.edu">www.sustain.ucla.edu</a> . UCLA's Climate Action Plan presents initiatives that would reduce campus greenhouse gas emissions to 1990 levels by 2012, eight years ahead of targets set forth in AB 32.
LA33	26	<u>Hilgard Housing</u> BIO-1(a): UCLA shall replace protected trees removed for construction of projects under the 2002 LRDP, as amended, with protected trees of the same species at a 2:1 ratio as presented in the City of Los Angeles Protected Tree Ordinance (Ordinance Number 177404). Protected trees are defined as coast live oak, valley oak, western sycamore, Southern California black walnut, and California bay laurel.	Yes	One California Sycamore was identified on the 726 Hilgard Avenue site. This native species has been replaced at a ratio of 2:1 as part of the new landscaping for the project.
LA34	27	<u>Hilgard Housing</u> BIO-1(b): Removal and replacement of all trees in the public right-of-way shall be performed in accordance with City of Los Angeles Board of Public Works standards.	Yes	Construction of the Hilgard Graduate Student Housing project required the removal of one City tree in the right-of-way. The project has boxed the tree and will replant the tree specimen during the landscape phase of the project.
LA35	28	<u>Gov't Code:</u> Connection and extension of communication and electrical services for Hilgard Graduate Student Housing. This is not related to mitigation of an environmental impact.	Yes	Construction of the Hilgard Graduate Student Housing project required the connection of the project sites to the campus' emergency notification system. Thus, new communication wires were installed. The project utilized the existing LADWP underground utility manholes to facilitate the connection. Also, \$29,910 in permits and fees were paid to LADWP for temporary and permanent power connections during the reporting year.

## APPENDIX

Budget and Capital Resources

March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
LA20	29	MM 4.9-7 A solid noise barrier that would break the line of sight between the construction site and a sensitive use area would reduce construction noise by at least 5 dBA. Therefore, when detailed construction plans are complete, the campus shall review the locations of sensitive receptor areas in relation to the construction site. If it is determined that a 12 foot high barrier would break the line of sight between an 11-foot high noise source and adjacent sensitive use areas, a temporary barrier shall be erected to the extent practicable. The barrier shall be solid from the ground to the top, with no openings, and shall have a weight of at least 3 pounds per square foot, such as plywood that is ½-inch thick.	No	This MM is incorporated in to the Division 1 contract specifications for projects that trigger this MM. To address short-term construction noise for the Weyburn Terrace Graduate Student Housing Project a temporary barrier was erected on the northern boundary of the Rehabilitation Center's playground located adjacent to the project site. Construction began in May 2010.
LA32	30	Westwood Replacement Hospital: Campus intends to transfer ownership of a strip of campus land for a City bike lane on an adjacent portion of Gayley Avenue, if and when the City approves plans and secures funding.	No	Transfer of the strip of land for a bike lane was a project component, not a MM, and it has not occurred. No value for the land can be assigned until such action is taken by the City of Los Angeles.
LA27	31	<u>IFPS C-8.2 Intramural Field Underground Parking Structure:</u> Implementation of City's Automated Traffic Control and Surveillance system at several intersections that allows adjustments to signal timing in response to traffic flow.	Completed Prior to reporting year	Mitigation complete. \$105,000 paid to Los Angeles Dept of Transportation (LADOT) in 2003.
LA28	32	<u>IFPS C-8.1 Intramural Field Underground Parking Structure:</u> Improvements to the Sunset Blvd/Westwood Plaza intersection to address traffic impacts.	Completed Prior to reporting year	Mitigation complete; \$127,000 paid to Los Angeles Dept of Transportation (LADOT) in 2003.
LA29	33	SWH C-6.2 Southwest Graduate Student Housing: Campus developed a new public right of way (west to east) across the campus by extending Kinross Avenue to deal with off-campus traffic congestion on city streets immediately adjacent to the Southwest Graduate Student Housing Project and installed associated traffic signals. Granted public right of way easement on campus land to the City to widen Veteran Avenue to address traffic impacts.	Completed Prior to reporting year	Mitigation Complete; UCLA spent \$4,175,000 in 2006 to construct a public road.
LA30	34	<u>Southwest Graduate Student Housing:</u> Connection and expansion/extension of water service. This is not related to mitigation of an environmental impact.	Completed Prior to reporting year	Payment complete UCLA paid \$890,000 to Los Angeles Dept of Water and Power for this purpose in 2006.
LA31	35	<u>AHC C-8Westwood Replacement Hospital:</u> Installation of traffic signal and intersection improvements at Young Drive South and Gayley Avenue as traffic mitigation.	Completed Prior to reporting year	Mitigation complete UCLA paid \$550,000 to Los Angeles Dept of Transportation (LADOT) for this purpose in 2006.

ID#	#	Commitment (Summary)	Triggered?	Status
<b>Table 1: Status of UC MERCED Commitments to Mitigate Off-Campus Impacts 2009-10</b>				
M1	1	2002 LRDPEIR Mitigation Measure 4.1-4. Design outdoor lighting as specified to reduce off-campus glare/reflection/spill over.	Yes	2002 LRDPEIR Mitigation Measure 4.1-4 is being implemented through the campus standards for site lighting, which are included in all applicable design and construction contracts as Division 1 Specifications.
M2	2	2002 LRDPEIR Mitigation Measure 4.3-1(a): Measures to reduce fugitive dust impacts to be included in all construction contracts.	Yes	2002 LRDPEIR Mitigation Measure 4.3-1(a) corresponds to 2009 LRDPEIS/EIR Mitigation Measure AQ-1a and is currently being implemented under the 2009 LRDPEIS/EIR Mitigation Monitoring and Reporting Program. See M38.
M3	3	2002 LRDPEIR Mitigation Measure 4.3-1(b): Additional dust reduction measures will be included in certain construction contracts as specified.	Yes	2002 LRDPEIR Mitigation Measure 4.3-1(a) corresponds to 2009 LRDPEIS/EIR Mitigation Measure AQ-1a and is currently being implemented under the 2009 LRDPEIS/EIR Mitigation Monitoring and Reporting Program. See M38.
M4	4	2002 LRDPEIR Mitigation Measure 4.3-2(a): Measures to reduce impacts of ozone precursor emissions from construction equipment exhaust will be implemented as specified.	Yes	2002 LRDPEIR Mitigation Measure 4.3-2(a) corresponds to 2009 LRDPEIS/EIR Mitigation Measure AQ-1c and is currently being implemented under the 2009 LRDPEIS/EIR Mitigation Monitoring and Reporting Program. See M40.
M5	5	2002 LRDPEIR Mitigation Measure 4.3-2(b): Ensure campus effects are included in applicable regional air quality planning efforts.	Yes	2002 LRDPEIR Mitigation Measure 4.3-2(b) corresponds to 2009 LRDPEIS/EIR Mitigation Measure AQ-2a and is currently being implemented under the 2009 LRDPEIS/EIR Mitigation Monitoring and Reporting Program. See M42.
M6	6	2002 LRDPEIR Mitigation Measure 4.3-2(c): Emissions reductions will be accomplished through implementation of transportation demand management strategies as specified.	Yes	2002 LRDPEIR Mitigation Measure 4.3-2(c) corresponds to 2009 LRDPEIS/EIR Mitigation Measure MM AQ-2b and is currently being implemented under the 2009 LRDPEIS/EIR Mitigation Monitoring and Reporting Program. See M43-M44.
M7	7	2002 LRDPEIR Mitigation Measure 4.3-2(d): Stationary emission reduction measures as specified.	Yes	2002 LRDPEIR Mitigation Measure 4.3-2(d) corresponds to 2009 LRDPEIS/EIR Mitigation Measure MM AQ-2c and is currently being implemented under the 2009 LRDPEIS/EIR Mitigation Monitoring and Reporting Program. See M45.
M8	8	2002 LRDPEIR Mitigation Measure 4.3-2(e): Turbines and Boilers Mitigation is already accounted for by assuming BACT will be applied to these sources.	Yes	2002 LRDPEIR Mitigation Measure 4.3-2(e) is implemented by Best Available Control Technology (BACT), which is enforced at the equipment installation phase.
M9	9	2002 LRDPEIR Mitigation Measure 4.4-7(a): Potential adverse indirect impacts to areas outside of the Campus site would be mitigated by monitoring the adjacent Campus Land Reserve and the Campus Natural Reserve.	Yes	2002 LRDPEIR Mitigation Measure 4.4-7(a) is enforced by the Final Conservation Strategy for the UC Merced Project, which UCM is implementing in accordance with the conditions of its Clean Water Act Section 404 Permit.
M10	10	2002 LRDPEIR Mitigation Measure 4.4-7(b): Post signs along the northern and eastern perimeter of all Main Campus development informing the public of the sensitivity of habitats and prohibiting unauthorized entry into the monitoring areas.	Yes	Signs with the words "Sensitive Habitat Area, No Trespassing" have been placed along the Phase 1 boundary fence at 75 foot intervals. When the campus expands beyond the existing Phase 1 footprint, additional signage will be placed at the new edges.
M11	11	2002 LRDPEIR Mitigation Measure 4.4-7(c): Implement biological resource education/orientation program for new students, staff and faculty.	Yes	2002 LRDPEIR Mitigation Measure 4.4-7(c) is implemented by the campus practice of holding an Environmental Resources training class at each new employee orientation and for every construction worker that works on campus. The practice is enforced by the Final Conservation Strategy for the UC Merced Project, which UCM is implementing in accordance with the conditions of its Clean Water Act Section 404 Permit.
M12	12	2002 LRDPEIR Mitigation Measure 4.4-7(d): - Altered Hydrology and Water Quality Degradation - Design storm water drainage on the Main Campus to drain toward the core of the Campus site and directed to appropriate storm water management facilities. No storm water runoff toward sensitive areas except as specified.	Yes	2002 LRDPEIR Mitigation Measure 4.4-7(d) is implemented through UCM's compliance with National Pollutant Discharge Elimination System (NPDES) requirements. All campus stormwater is stored within the campus' detention ponds; no stormwater leaves the site.
M13	13	2002 LRDPEIR Mitigation Measure 4.4-7(e): - Control of Nonnative and Invasive Species- Implement a program to monitor and control nonnative species on campus, as specified.	Yes	UCM has committed to a Construction Mitigation Plan that ensures MM 4.4-7(e) is implemented. See M47.
M14	14	2002 LRDPEIR Mitigation Measure 4.4-7(f): Specified measures to ensure that seeds from invasive species are not transported into the Campus site by construction equipment.	Yes	UCM has committed to a Construction Mitigation Plan that ensures MM 4.4-7(f) is implemented. See M47.

## APPENDIX

Budget and Capital Resources

March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
M15	15	<u>2002 LRDPEIR Mitigation Measure 4.4-7(g) - Air-Related Transport</u> - Specified measures to reduce the potential for air-related transport of pollutants such as herbicides or pesticides.	Yes	2002 LRDPEIR Mitigation Measure 4.4-7(g) is implemented through UCM's Campus Procurement Practice of utilizing, to the greatest extent feasible, environmentally friendly pesticides/herbicides for maintenance related activities.
M16	16	<u>2002 LRDPEIR Mitigation Measure 4.4-7(h) - Wildfires</u> - Specified measures to reduce the potential for increased wildfires in areas adjacent to the Campus.	Yes	2002 LRDPEIR Mitigation Measure 4.4-7 (h) is currently being implemented by campus management practices. The Campus Land Reserve and other grazing lands are managed to protect the biological resources as well to prevent fuel build-up. The practice is enforced by the Final Conservation Strategy for the UC Merced Project, which UCM is implementing in accordance with the conditions of its Clean Water Act Section 404 Permit.
M17	17	<u>2002 LRDPEIR Mitigation Measure 4.4-7(i) - Outdoor Lighting</u> - Specified measures to reduce light spill effects	Yes	2002 LRDPEIR Mitigation Measure 4.4-7 (i) is being implemented through the campus standards for site lighting, which are included in all applicable design and construction contracts as Division 1 Specifications.
M19	18	<u>2002 LRDPEIR Mitigation Measure 4.4-7(k)</u> . Adopt and enforce leash laws for dogs on Campus.	Yes	2002 LRDPEIR Mitigation Measure 4.4-7(k) is enforced by the Final Conservation Strategy for the UC Merced Project, which UCM is implementing in accordance with the conditions of its Clean Water Act Section 404 Permit. UCM has implemented and enforces a pet policy which contains the provisions of this mitigation measure.
M20	19	<u>2002 LRDPEIR Mitigation Measure 4.4-7(l) - Conservancy Fairy Shrimp</u> - Strictly limit access to the Conservancy fairy shrimp pool by fencing or other means, including those specified.	Yes	2002 LRDPEIR Mitigation Measure 4.4-7(l) is enforced by the Final Conservation Strategy for the UC Merced Project, which UCM is implementing in accordance with the conditions of its Clean Water Act Section 404 Permit. Access to the lands near the Conservancy pool is restricted and the perimeter of the campus is patrolled by campus police to prevent trespassing.
M21	20	<u>2002 LRDPEIR Mitigation Measure 4.13-1(a)</u> . Work with the County to develop a program for joint use of on-campus recreational, parking and sports facilities.	Yes	2002 LRDPEIR Mitigation Measure 4.13-1 (a) is enforced by 2009 LRDPEIS/EIR Mitigation Measure PUB-6a-6c and is currently being implemented under the 2009 LRDPEIS/EIR Mitigation Monitoring and Reporting Program. See M52-M54.
M22	21	<u>2002 LRDPEIR Mitigation Measure 4.13-1(b)</u> . Prior to transfer of title of any land that is currently or planned to be part of the Lake Yosemite Regional Park, work with the County to develop appropriate mechanisms for acquiring additional property to replace that potential parkland lost to conversion to non-open space campus uses.	Yes	2002 LRDPEIR Mitigation Measure 4.13-1 (b) is enforced by 2009 LRDPEIS/EIR Mitigation Measure PUB-6a-6c and is currently being implemented under the 2009 LRDPEIS/EIR Mitigation Monitoring and Reporting Program. See M52-M54.
M23	22	<u>2002 LRDPEIR Mitigation Measure 4.13-1(c)</u> . Work with the County to expand Lake Yosemite Regional Park in response to impacts associated with the development of the University Community, UC Merced and other growth in the north Merced region.	Yes	2002 LRDPEIR Mitigation Measure 4.13-1 (c) is enforced by 2009 LRDPEIS/EIR Mitigation Measure PUB-6a-6c and is currently being implemented under the 2009 LRDPEIS/EIR Mitigation Monitoring and Reporting Program. See M52-M54.
M27	23	<u>2002 LRDPEIR Mitigation Measure 4.14-3(a)</u> : Monitor pavement surface condition along specified roadway segments and restore pavement to pre-construction condition or reimburse the responsible jurisdiction to perform restoration.	Yes	The section of Bellevue Road between Lake and G street was repaved in 2005 by UCM. The majority of Bellevue Rd. between G street and Hwy 59 was repaved in 2006/2007 as part of the development of housing subdivisions.
M28	24	<u>2002 LRDPEIR Mitigation Measure 4.14-3(b)</u> . Specified measures to minimize truck traffic on specified roadways or pay the County to design and construct specified improvements.	Yes	2002 LRDPEIR Mitigation Measure 4.14-3(b) is implemented by campus construction policy and practice; the University restricts truck traffic from Lake Road.

## APPENDIX

Budget and Capital Resources  
March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
M35	25	<u>Voluntary Agreement - Merced Campus Agreement with the City of Merced for Water and Sewer Services:</u> The City of Merced provides water and sewer service to the Merced campus, although the campus is located outside of current city boundaries. In order to provide this service, the City undertook a project to extend water and sewer infrastructure to the campus. A 30-year loan of \$8,262,209 was made by the State Infrastructure Bank to the City of Merced for this expansion project. The total loan guarantee, including interest over a 30-year period, was for \$13,636,782. The University agreement with the City provides for payment of the debt service by the University and from private development fees, since new private development is expected to occur along the new service corridor to the campus site as well. If developer connection fees for new water and sewer service are not sufficient to pay the annual debt service on the loan, then the University is obligated to pay The City's minimum cost of maintaining this service connection.	Yes	\$750,957 paid in 2009-2010 (\$331,513 campus water & sewer and \$419,444 California Infrastructure and Economic Development Bank [CIEDB] debt payment).
M36	26	<u>2009 LRDPEIR/EIS MM AES 1a:</u> The University will plant tall trees along the campus' western boundary to screen views of the campus facilities from Lake Yosemite Regional Park.	Yes	Trees will be planted as part of the upcoming Phase 4/5 Infrastructure project.
M37	27	<u>2009 LRDPEIR/EIS MM AES 3a:</u> The University shall design all new above ground infrastructure on the Campus to specified aesthetic standards.	Yes	This measure is implemented through UCM standard design specifications.
M38	28	<u>2009 LRDPEIR/EIS MM AQ 1a:</u> The campus and the developers within the University Community shall include in all construction contracts the measures specified in SJVAPCD Regulation VIII to reduce fugitive dust impacts, including specified measures.	Yes	This measure is implemented through UCM standard design specifications.
M39	29	<u>2009 LRDPEIR/EIS MM AQ 1b:</u> The Campus and the developers within the University Community shall include in construction contracts for large construction projects near sensitive receptors specific control measures characterized by the SJVAPCD as enhanced and optional control measures.	Yes	This measure is implemented through campus construction contracts.
M40	30	<u>2009 LRDPEIR/EIS MM AQ 1c:</u> The Campus and the developers within the University Community shall implement specified measures to reduce impacts of ROG and NOX emissions from construction equipment exhaust.	Yes	This measure is implemented through UCM standard design specifications.
M41	31	<u>2009 LRDPEIR/EIS MM AQ 1d:</u> Pertains to repowering or retrofitting the large off-road construction equipment that will be operating for substantial periods.	Yes	This measure is implemented through UCM standard design specifications.
M42	32	<u>2009 LRDPEIR/EIS MM AQ 2a:</u> The campus will work with the SJVAPCD to ensure that emissions directly and indirectly associated with the campus, University Community, and induced growth are adequately accounted for and mitigated in applicable air quality planning efforts. The SJVUAPCD can and should adopt adequate measures consistent with applicable law to ensure that air quality standard violations are avoided.	Yes	This measure is implemented through UCM standard design specifications.
M43	33	<u>2009 LRDPEIR/EIS MM AQ 2b(i):</u> The Campus and the developers within the University Community shall implement specified measures to reduce emissions from vehicles.	Yes	This measure is implemented through construction contracts, which require the use of low emission construction equipment.

## APPENDIX

Budget and Capital Resources  
March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
M45	34	<u>2009 LRDPEIR/EIS MM AQ 2c:</u> The Campus and the developers within the University Community shall implement specified measures to reduce emissions from area sources, as feasible.	Yes	Currently implemented through several green initiatives.
M46	35	<u>2009 LRDPEIR/EIS MM BIO-2:</u> Mitigate for loss of special-status plants and habitat through additional off-site compensation.	Yes	The Campus spent approximately \$50,000 on vernal pool restoration planning and salvage during FY2009-10.
M47	36	<u>2009 LRDPEIR/EIS MM BIO-9:</u> Avoid and minimize impacts on special-status and non-special-status migratory birds, and raptors.	Yes	This measure is implemented through the Construction Mitigation Plan.
M48	37	<u>2009 LRDPEIR/EIS MM NOI-1:</u> For existing sensitive receptors that are predicted to be exposed to traffic noise increases that exceed the noise significance thresholds, project proponents shall commission a study, conducted by a qualified acoustical professional, to define reasonable and feasible noise mitigation, and shall implement the recommendations.	Yes	Implementation of Sensitive Receptor study will commence when deemed necessary by local jurisdiction.
M51	38	<u>2009 LRDPEIR/EIS MM NOI-3:</u> Prior to initiation of campus or community construction, the project proponents shall approve a construction noise mitigation program including specified measures.	Yes	This measure is implemented through UCM standard specifications.
M52	39	<u>2009 LRDPEIR/EIS MM PUB-6a:</u> The University shall work with the County to develop a program for joint use of on campus sports, recreational, and parking facilities.	Yes	UCM is implementing this mitigation by meeting regularly with the County of Merced.
M53	40	<u>MM PUB-6b:</u> The University shall work with the County to avoid physical deterioration of existing facilities at Lake Yosemite Regional Park, and/or improve park facilities within the existing park site as necessitated by the increased uses associated with development of the Campus.	Yes	UCM is implementing this mitigation by meeting regularly with the County of Merced.
M55	41	<u>2009 LRDPEIR/EIS MM TRANS-1A:</u> <i>Campus Traffic Mitigation Program (CTMP).</i> The Campus Traffic Mitigation Program (CTMP) is designed to mitigate off-site impacts associated with the roadway segments and intersections affected by the development of the Campus through full build-out, as described in the 2009 LRDPEIR/EIS. It includes a combined approach of (1) transportation measures to reduce peak-hour trips, and (2) monetary contributions to roadway improvements identified as necessary to mitigate the impacts of the Proposed Action. CEQA provides that an agency can mitigate its contribution to local and regional environmental impacts by contributing its proportional share of funding to mitigation measures designed to alleviate the identified impact (State CEQA Guidelines Section 15130(a)(3)).	Yes	Together with M56-M86 and M91, this mitigation measure describes the methodology of the campus traffic mitigation program.
M56	42	<u>2009 LRDPEIR/EIS MM TRANS-1A-1:</u> <i>Trip Reduction Measures. Travel Demand Management.</i> To reduce on- and off-campus vehicle trips and resulting impacts, the University will implement a range of Transportation Demand Management (TDM) strategies. TDM strategies will include measures to increase transit and shuttle use, encourage alternative transportation modes including bicycle transportation, implement parking policies that reduce demand, and implement other mechanisms that reduce vehicle trips to and from the campus and community.	Yes	2009-2010 TDM Program operating expenses were \$705,281.

## APPENDIX

Budget and Capital Resources  
March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
M57	43	<i>2009 LRDPEIR/EIS MM TRA-1A-1: Trip Reduction Measures: Transit Enhancement.</i> To enhance transit systems serving the Campus and University Community, the University will work cooperatively with the City of Merced, County of Merced, Cat Tracks, The Bus, StaRT, YARTS, and other local agencies to coordinate service routes with existing and proposed shuttle and transit programs.	Yes	UC Merced Transportation and Parking Services (TAPS) Department meets regularly with each local transit program.
M58	44	<i>2009 LRDPEIR/EIS TRA-1A-1: Trip Reduction Measures: Sustainability Measures.</i> The University shall review individual projects proposed under the 2009 LRDPEIR for consistency with UC sustainable transportation policy and UC Merced TDM strategies set forth in the 2009 LRDPEIR to ensure that bicycle and pedestrian improvements, alternative fuel infrastructure, transit stops, and other project features that promote alternative transportation are incorporated to the extent feasible. The University shall monitor the performance of campus TDM strategies through annual surveys.	Yes	First annual survey completed in FY2009-10.
M59	45	<i>TRA-1A-1: Campus Housing.</i> The University will continue to pursue the implementation of affordable on-campus student housing to reduce peak-hour commuter trips to the campus. The University's goal is for 50 percent of student population to live on campus.	Yes	Approximately 35% of students were housed on campus in FY2008-09, and approximately 37% in FY2009-10.
M60	46	<i>2009 LRDPEIR/EIS MM TRANS-1A-2: Campus Traffic Monitoring.</i> The University will monitor trip generation resulting from the campus development under the 2009 LRDPEIR to track the actual trip generation relative to the projections in this EIS/EIR. The University will conduct traffic cordon counts of the campus traffic with each 1,500 person increase in student population measured by three-term average FTE students enrollment increases with 2007-08 as the base year. The University will report the findings to the City and the County, and these findings will be used to calculate the University's proportional share of responsibility to fund local transportation improvements as described in M61-M67.	Yes	Together with M55-M86 and M91, this mitigation measure describes the methodology of the campus traffic mitigation program. Student enrollment (FTE) was 2,000 in 2007-08 (the base year), 2,700 in 2008-09 and 3,414 in 2009-2010.
M61	47	<i>2009 LRDPEIR/EIS MM TRANS-1A-3: Determination of Proportional Share Attributable to Campus:</i> The University will monitor its traffic based on MM TRANS-1A-2 (see M60) and use the data to calculate its proportional share of the cost of each improvement at each location noted in Table 4.13-10. The Campus's proportional share of each improvement will be determined by applying the actual trip generation rate at the time that the improvement is needed. The formula to calculate the proportional share will be: (Actual trip generation rate on a per student basis)/(the projected trip generation rate) x the projected percentages in Table 4.13-10. The use of the actual trip generation rate may increase or decrease the Campus's proportional share compared to the projected percentages in Table 4.13-10.	Yes	Together with M55-M86 and M91, this mitigation measure describes the methodology of the campus traffic mitigation program.

## APPENDIX

Budget and Capital Resources  
March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
M65	48	<p><u>2009 LRDPEIR/EIS MM TRANS-1A-4: Contribution of University Community's Proportional Share.</u></p> <p>The University will advance the proportional share of the cost of the specific improvements included in this section associated with the University Community [the improvements identified on Table 4-13.10 of the Final EIR/EIS, which is on page 28 of <a href="http://lrdp.ucmerced.edu/Final_EIS_EIR/2_0_Revisions022409.pdf">http://lrdp.ucmerced.edu/Final_EIS_EIR/2_0_Revisions022409.pdf</a>] if, prior to the issuance of any entitlements for development in the University Community (including but not limited to any specific plan, tentative map or permit), the County (or the City) enacts an enforceable fee program to collect sufficient funds from all developers in the University Community to fully reimburse the University for any amount overpaid beyond its proportional share. The fee program must be updated annually to ensure that sufficient fees are collected to fully reimburse the University for the amount advanced, including interest associated with any financing of the cost of the University Community's share of the improvements. The fee program shall provide that the fees collected from development within University Community for purpose of paying for the improvements in this section shall be paid directly to the University. If a fee mechanism has not been adopted prior to the issuance of a notice to proceed for an improvement, the University's commitment to advance the funding under this section will not arise until such program has been adopted.</p>	Yes	Together with M55-M86 and M91, this mitigation measure describes the methodology of the campus traffic mitigation program. This commitment in and of itself does not require payment.
M66	49	<p><u>2009 LRDPEIR/EIS MM TRANS-1A-4: Commitment of Funds.</u></p> <p>Funding will be internally committed by the University when an improvement project is included in the County (or the City) capital improvement program, and the County (or the City) provides a construction cost estimate and a project funding plan to the University.</p>	Yes	Together with M55-M86 and M91, this mitigation measure describes the methodology of the campus traffic mitigation program. This commitment in and of itself does not require payment.
M67	50	<p><u>2009 LRDPEIR/EIS MM TRANS-1A-4: Timing of Mitigation Payments.</u></p> <p>The funds will be disbursed to the County (or the City) upon issuance of the notice to proceed with construction of the project.</p>	Yes	Together with M55-M86 and M91, this mitigation measure describes the methodology of the campus traffic mitigation program.

ID#	#	Commitment (Summary)	Triggered?	Status
M86	51	<u>2009 LRDPEIR/EIS MM TRANS-1A-6: Alternate Improvements.</u> Specific feasible traffic improvements are identified in Tables 4.13-11 and 4.13-9 to mitigate each of the Proposed Action's significant traffic impacts to a less than significant level. The identified improvements would be planned, designed, and implemented by the City of Merced, Merced County, or other affected jurisdictions. Detailed planning, environmental analysis and engineering studies for some of these improvements have not been completed and the implementing agencies have not committed to all identified improvements. As a result, the final configuration of future transportation improvements may vary from those identified in Tables 4.13-11 and 4.13-9. The University will monitor its traffic based on MM TRANS-1A-2 (see M61) and use the data to calculate its incremental responsibility towards the Campus's projected share of each improvement location noted in Table 4.13-10. If any improvement described herein is found to be ineffective or infeasible, and alternative improvements are determined to be required to achieve an acceptable LOS, the University will work in collaboration with the County or the City to implement alternative improvements.	Yes	Together with M55-M86 and M91, this mitigation measure describes the methodology of the campus traffic mitigation program.
M87	52	<u>2009 LRDPEIR/EIS Cumulative MM HYD-3a:</u> The University shall support Merced Area Groundwater Pool Interests(MAGPI) in pursuing and securing cooperative arrangements with state and local agencies for purpose of expanding the basin's conjunctive use capabilities.	Yes	UC Merced regularly attends Merced Area Groundwater Pool Interests (MAGPI) meetings and participates in sub committee groups.
M88	53	<u>2009 LRDPEIR/EIS Cumulative MM HYD-3c:</u> To reduce its demand for water, the Campus shall implement an aggressive water conservation program [see MMRP for full list].	Yes	UCM buildings consume an average of 37% less water than the water use baseline calculated for campus buildings (not including irrigation).
M89	54	<u>2009 LRDPEIR/EIS Cumulative MM UTILS-2a:</u> The University shall continue to monitor and minimize the total amount of wastewater discharged from the site.	Yes	UC Merced continually monitors wastewater generation through an aggressive water conservation program.
M90	55	<u>2009 LRDPEIR/EIS Cumulative MM UTILS-2b:</u> The University shall evaluate the feasibility of developing a recycled water plant on the Campus or in Community North to further reduce wastewater flows discharged to the City's sewer system.	Yes	The University is currently studying the feasibility of a recycled water plant for the campus.
M24	56	<u>2002 LRDPEIR Mitigation Measure 4.13-1(d).</u> Work with the County to monitor use of Lake Yosemite Regional Park. If park use increases due to development of the campus and University Community such that substantial physical deterioration of park facilities occurs, then the University will negotiate with the County to offset increased costs to the County for maintenance of park facilities (Applicability—program level).	No	Not triggered. 2002 LRDPEIR Mitigation Measure 4.13-1(d) corresponds to 2009 LRDPEIR Mitigation Measure PUB-6b and if triggered will be implemented under the 2009 LRDPEIR Mitigation Monitoring and Reporting Program.
M25	57	<u>2002 LRDPEIR Mitigation Measure 4.14-1.</u> Install a traffic signal at the intersection of Lake Road and Bellevue Road and widen the intersection to provide a left-turn lane on the northbound and eastbound approaches. (Applicability—project level.)	No	Not triggered. 2002 LRDPEIR Mitigation Measure 4.14-1 is currently being implemented under the 2009 LRDPEIR Mitigation Monitoring and Reporting Program. See M56 (TDM program total), M62-86, and M91.

## APPENDIX

Budget and Capital Resources  
March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
M26	58	<u>2002 LRDp EIR Mitigation Measure 4.14-2:</u> If certain conditions apply, the University will contribute its fair share toward necessary intersection improvements.	No	Not triggered. The County's analysis indicated that the Lake/Yosemite intersection will operate at an acceptable level of service at least through Phase I of campus development (5,000 students). 2002 LRDp EIR Mitigation Measure 4.14-2 is currently being implemented under the 2009 LRDp EIS/EIR Mitigation Monitoring and Reporting Program. See M56 (TDM program total), M62-86, and M91.
M29	59	<u>2002 LRDp EIR Mitigation Measure 4.14-4(a):</u> The University will contribute its fair share toward specified roadway improvements.	No	Not triggered. 2002 LRDp EIR Mitigation Measure 4.14-4(a) is currently being implemented under the 2009 LRDp EIS/EIR Mitigation Monitoring and Reporting Program. See M56 (TDM program total), M62-86, and M91.
M30	60	<u>2002 LRDp EIR Mitigation Measure 4.14-5:</u> University will establish rights-of-way and build campus access routes as specified.	No	Not triggered. 2002 LRDp EIR Mitigation Measure 4.14-5 will be carried out through implementation of the UCM 2009 LRDp mobility element. See M56 for TDM program total.
M31	61	<u>2002 LRDp EIR Mitigation Measure 4.14-6:</u> The University will contribute its fair share toward the annual monitoring of traffic conditions along major approach routes to the campus, and the implementation of interim improvements, if warranted.	No	Not triggered. 2002 LRDp EIR Mitigation Measure 4.14-6 corresponds to 2009 LRDp EIS/EIR Mitigation Measure TRANS-1A-2 and is currently being implemented under the 2009 LRDp EIS/EIR Mitigation Monitoring and Reporting Program.
M32	62	<u>2002 LRDp EIR Mitigation Measure 4.14-10(a):</u> The University will contribute its fair share toward specified roadway improvements.	No	Not triggered. 2002 LRDp EIR Mitigation Measure 4.14-10(a) is currently being implemented under the 2009 LRDp EIS/EIR Mitigation Monitoring and Reporting Program. See M56 (TDM program total), M62-86, and M91.
M33	63	<u>Phase 1 EIR Mitigation Measure 3.11-1:</u> Install a traffic signal at the intersection of Lake Road and Bellevue Road, and widen the intersection to provide a left-turn lane on the northbound and eastbound approaches.	No	Not triggered. The County's analysis indicated that the Lake/Bellevue intersection will operate at an acceptable level of service at least through Phase I of campus development (5,000 students). 2002 LRDp EIR Mitigation Measure 3.11-1 is currently being implemented under the 2009 LRDp EIS/EIR Mitigation Monitoring and Reporting Program. See M56 (TDM program total), M62-86, and M91.
M34	64	<u>Phase 1 LRDp EIR Mitigation Measure 3.11-2:</u> If certain conditions apply, the University will contribute its fair share toward the cost of specified roadway improvements.	No	Not triggered. The County's analysis indicated that the Lake/Yosemite intersection will operate at an acceptable level of service at least through Phase I of campus development (5,000 students). 2002 LRDp EIR Mitigation Measure 3.11-2 is currently being implemented under the 2009 LRDp EIS/EIR Mitigation Monitoring and Reporting Program. See M56 (TDM program total), M62-86, and M91.
M44	65	2009 LRDp EIR/EIS MM AQ-2b(ii) •Improve traffic flows and congestion by timing of traffic signals to facilitate uninterrupted travel.	No	Not triggered.
M49	66	<u>2009 LRDp EIR/EIS MM NOI-2a:</u> In areas where new noise-generating Campus or Community uses are proposed adjacent to or integrated with noise sensitive uses within the Campus or Community North, the project proponents shall retain a qualified acoustical consultant to prepare a design-level study to define reasonable and feasible noise mitigation to reduce noise levels to comply with noise standards. The identified mitigation shall be included in the design of the project. Specified measures may be implemented to achieve this.	No	No significant noise generating facilities are currently in the project development phase. Significant impacts are not expected to occur for many years.
M50	67	<u>2009 LRDp EIR/EIS MM NOI-2b:</u> Noise considerations shall be taken into account during the design of the multi-purpose stadium and any other noise-generating event facilities. The project proponents shall perform a design-level study during the project level analysis to define reasonable and feasible noise mitigation for noise-sensitive receptors that are predicted to be exposed to noise levels that exceed the noise significance thresholds (60 dBA Ldn for residences, schools, and libraries, and 70 dBA Ldn for parks).	No	No significant noise generating facilities are currently in the project development phase. Significant impacts are not expected to occur for many years.
M54	68	<u>2009 LRDp EIR/EIS MM PUB-6c:</u> The University will pay its fair share of the cost of necessary improvements to the regional park. The University's share of funding will be based on the percentage that the on-campus residential population represents of the total population in eastern Merced County at the time that an improvement is implemented.	No	Not triggered.

ID#	#	Commitment (Summary)	Triggered?	Status
M62	69	<p><b>2009 LRDPEIR/EIS MM TRANS-1A-4: Monetary Contributions to Roadway Improvements Adjacent to the Campus.</b></p> <p><b>Scope of Mitigation.</b> The University will commit to pay its proportional share of the cost of improvements to three intersections and two roadway segments [Note: While part of MM TRANS-1A-4, the Bellevue widening and 3 intersection improvements are listed in separate rows for the purposes of this report] that are adjacent to the Campus at the time that improvements to these facilities are triggered, as indicated below:</p> <p><i>Construct Campus Parkway between Yosemite Avenue and the Campus</i> [Segments 1 and 2 in Table 4.13-10] - when the County of Merced (or the City of Merced if annexed) demonstrates to the University that Lake Road from Yosemite Avenue to Bellevue Road is at 90% of its capacity (as described in Table 4.13-6) and that the need for improvement is imminent.</p> <p><b>Contribution of Campus' Proportional Share.</b> At each of these locations, the University's proportional share will be estimated based on the percentages reported in Table 4.13-10 which represent the projected proportional share adjusted per the discussion under Determination of Proportional Share Attributable to Campus, as described in M61.</p>	No	The University will commit to pay its proportional share of the cost of these improvements at the time that improvements to these facilities are triggered. The University's proportional share will be estimated based on the percentages reported in LRDPEIR/EIS Table 4.13-10 which represent the projected proportional share adjusted per the discussion under Determination of Proportional Share Attributable to Campus. Significant impacts are not expected to occur until approximately 2020.
M63	70	<p><b>2009 LRDPEIR/EIS MM TRANS-1A-4: Monetary Contributions to Roadway Improvements Adjacent to the Campus.</b></p> <p><b>Scope of Mitigation.</b> The University will commit to pay its proportional share of the cost of improvements to three intersections and two roadway segments [Note: While part of MM TRANS-1A-4, the Campus Parkway segment and 3 intersections improvements are listed in separate rows for the purposes of this report] that are adjacent to the Campus at the time that improvements to these facilities are triggered, as indicated below:</p> <p><i>Widen Bellevue from 2 to 4 lanes from G Street to Lake Road</i> [Segment 32 in Table 4.13-10] when the County of Merced (or the City of Merced if annexed) demonstrates to the University that Bellevue Road between G Street and Lake Road is at 90% of its capacity (as described in Table 4.13-6) and that the need for improvement is imminent. (Future widening of Bellevue Road from 4 to 6 lanes will be mitigated pursuant to MM TRANS-1-5).</p> <p><b>Contribution of Campus' Proportional Share.</b> At each of these locations, the University's proportional share will be estimated based on the percentages reported in Table 4.13-10 which represent the projected proportional share adjusted per the discussion under Determination of Proportional Share Attributable to Campus, as described in M61.</p>	No	The University will commit to pay its proportional share of the cost of these improvements at the time that improvements to these facilities are triggered. The University's proportional share will be estimated based on the percentages reported in LRDPEIR/EIS Table 4.13-10 which represent the projected proportional share adjusted per the discussion under Determination of Proportional Share Attributable to Campus. Significant impacts are not expected to occur until approximately 2020.

ID#	#	Commitment (Summary)	Triggered?	Status
M64	71	<p><u>MM TRANS-1A-4: Monetary Contributions to Roadway Improvements Adjacent to the Campus.</u></p> <p><u>Scope of Mitigation.</u> The University will commit to pay its proportional share of the cost of improvements to three intersections and two roadway segments [Note: While part of MM TRANS-1A-4, the Campus Parkway segment and Bellevue widening are listed in separate rows for the purposes of this report] that are adjacent to the Campus at the time that improvements to these facilities are triggered, as indicated below:</p> <p><i>Intersections of Bellevue Road/Lake Road, Myers Gate/Lake Road, and Yosemite Avenue/Lake Road</i> when the County of Merced (or the City of Merced if annexed) demonstrates that the intersections listed above are approaching an unacceptable Level of Service (LOS) and the need for an improvement is imminent.</p> <p><u>Contribution of Campus' Proportional Share.</u> At each of these locations, the University's proportional share will be estimated based on the percentages reported in Table 4.13-10 which represent the projected proportional share adjusted per the discussion under Determination of Proportional Share Attributable to Campus, as described in M61.</p>	No	The University will commit to pay its proportional share of the cost of these improvements at the time that improvements to these facilities are triggered. The University's proportional share will be estimated based on the percentages reported in LRDPEIR/EIS Table 4.13-10 which represent the projected proportional share adjusted per the discussion under Determination of Proportional Share Attributable to Campus. Significant impacts are not expected to occur until approximately 2020.
M68	72	<p><u>2009 LRDPEIR/EIS MM TRANS-1A-5: Monetary Contributions to Other Roadway Improvements</u></p> <p>Table 4.13-10, Roadway Segment 5: E Yosemite Ave, SR-59 to R St.</p>	No	Not triggered.
M69	73	<p><u>2009 LRDPEIR/EIS MM TRANS-1A-5: Monetary Contributions to Other Roadway Improvements</u></p> <p>Table 4.13-10, Roadway Segment 7: E Yosemite Ave, N Parsons to Campus Pkwy.</p>	No	Not triggered.
M70	74	<p><u>2009 LRDPEIR/EIS MM TRANS-1A-5: Monetary Contributions to Other Roadway Improvements</u></p> <p>Table 4.13-10, Roadway Segment 10: Yosemite Pkwy, West of Santa Fe</p>	No	Not triggered.
M71	75	<p><u>2009 LRDPEIR/EIS MM TRANS-1A-5: Monetary Contributions to Other Roadway Improvements</u></p> <p>Table 4.13-10, Roadway Segment 11: Yosemite Pkwy, East of Santa Fe.</p>	No	Not triggered.
M72	76	<p><u>2009 LRDPEIR/EIS MM TRANS-1A-5: Monetary Contributions to Other Roadway Improvements</u></p> <p>Table 4.13-10, Roadway Segment 15: G St, Cardella</p>	No	Not triggered.
M73	77	<p><u>2009 LRDPEIR/EIS MM TRANS-1A-5: Monetary Contributions to Other Roadway Improvements</u></p> <p>Table 4.13-10, Roadway Segment 16: G St, E Yosemite to E Olive</p>	No	Not triggered.
M74	78	<p><u>2009 LRDPEIR/EIS MM TRANS-1A-5: Monetary Contributions to Other Roadway Improvements</u></p> <p>Table 4.13-10, Roadway Segment 25: Cardella Rd, SR-59 to M St</p>	No	Not triggered.
M75	79	<p><u>2009 LRDPEIR/EIS MM TRANS-1A-5: Monetary Contributions to Other Roadway Improvements</u></p> <p>Table 4.13-10, Roadway Segment 26: Cardella Rd, G St to Campus Pkwy</p>	No	Not triggered.

## APPENDIX

Budget and Capital Resources  
March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
M76	80	<u>2009 LRDPEIR/EIS MM TRANS-1A-5: Monetary Contributions to Other Roadway Improvements</u> Table 4.13-10, Roadway Segment 33: Bellevue Rd, G St to SR-59	No	Not triggered.
M77	81	<u>2009 LRDPEIR/EIS MM TRANS-1A-5: Monetary Contributions to Other Roadway Improvements</u> Table 4.13-10, Roadway Segment 34: Bellevue Rd, West of SR-59	No	Not triggered.
M78	82	<u>2009 LRDPEIR/EIS MM TRANS-1A-5: Monetary Contributions to Other Roadway Improvements</u> Table 4.13-10, Roadway Segment 40: Campus Pkwy, E Yosemite to E Olive	No	Not triggered.
M79	83	<u>2009 LRDPEIR/EIS MM TRANS-1A-5: Monetary Contributions to Other Roadway Improvements</u> Table 4.13-10, Roadway Segment 42.1: Campus Pkwy, E Olive to SR-99	No	Not triggered. The County of Merced has requested reimbursement for funds for a portion of this segment that were committed prior to the March 2009 UCM LRDPEIS/EIR certification by the Regents. This request is under consideration by UCM.
M80	84	<u>2009 LRDPEIR/EIS MM TRANS-1A-5: Monetary Contributions to Other Roadway Improvements</u> Table 4.13-10, Roadway Segment 42.2: Cardella Rd, between G St and M St	No	Not triggered.
M81	85	<u>2009 LRDPEIR/EIS MM TRANS-1A-5: Monetary Contributions to Other Roadway Improvements</u> Table 4.13-10, Roadway Segment 43: R St, W Yosemite to Bellevue	No	Not triggered.
M82	86	<u>2009 LRDPEIR/EIS MM TRANS-1A-5: Monetary Contributions to Other Roadway Improvements</u> Table 4.13-10, Roadway Segment 44: N Parsons/Gardner, E Yosemite to Bellevue	No	Not triggered.
M83	87	<u>2009 LRDPEIR/EIS MM TRANS-1A-5: Monetary Contributions to Other Roadway Improvements</u> Table 4.13-10, Study Intersection 1: Highway 59/Bellevue	No	Not triggered.
M84	88	<u>2009 LRDPEIR/EIS MM TRANS-1A-5: Monetary Contributions to Other Roadway Improvements</u> Table 4.13-10, Study Intersection 14: R St/W Olive	No	Not triggered.
M85	89	<u>2009 LRDPEIR/EIS MM TRANS-1A-5: Monetary Contributions to Other Roadway Improvements</u> Table 4.13-10, Study Intersection 33: G St/14th St/SR-99 NB off-ramp	No	Not triggered.
M91	90	<u>Voluntary Agreement:</u> Pursuant to Chancellor Kang's 4/6/09 letter to the County of Merced, the campus will advance the University Community's proportional share for the Campus Parkway and the widening of Bellevue Road.	No	Not triggered. The University will advance the funds when ADT counts reach 9,000 per day.
M18	91	<u>2002 LRDPEIR Mitigation Measure 4.4-7(j).- Predation by Pet Species - Installation of a fence as specified to reduce entry of dogs to the adjacent lands surrounding the Main Campus.</u>	Completed Prior to Reporting Year	Completed. A 30" hog wire mesh fence was installed around the perimeter of the campus.

ID#	#	Commitment (Summary)	Triggered?	Status
<b>Table 1: Status of UC RIVERSIDE Commitments to Mitigate Off-Campus Impacts 2009-10</b>				
R1	1	<u>2005 LRDp Final EIR Mitigation Measure 4.1-3(a):</u> Use of building materials that minimize glare.	Yes	Addressed by campus design guidelines. Fiscal Year 2009/10: Campus continues to comply with Campus Design Guidelines with all projects where applicable.
R2	2	<u>2005 LRDp Final EIR Mitigation Measure 4.1-3(b):</u> Implement measures as specified to prevent stray light spillover onto adjacent residential areas.	Yes	Addressed by campus design guidelines. Fiscal Year 2009/10: Campus continues to comply with Campus Design Guidelines with all projects where applicable.
R3	3	<u>2005 LRDp Final EIR Mitigation Measure 4.1-3(c):</u> Implement measures as specified to minimize the impact of vehicular headlights on adjacent uses.	Yes	Addressed by campus design guidelines. Fiscal Year 2009/10: Campus continues to comply with Campus Design Guidelines with all projects where applicable.
R4	4	<u>2005 LRDp Final EIR Mitigation Measure 4.3-2:</u> Require low NOx diesel fuel and construction equipment to the extent feasible.	Yes	Addressed by campus construction specifications. Fiscal Year 2009/10: Campus continues to include campus Programs and Practices in construction contract specifications with all projects where applicable.
R5	5	<u>2005 LRDp Final EIR Mitigation Measure 4.3-3:</u> Implement specified measures to reduce energy consumption and areawide emission of criteria pollutants.	Yes	Addressed by campus design guidelines and construction specifications. Fiscal Year 2009/10: Campus continues to comply with Campus Design Guidelines and include campus programs in construction contact specs with all applicable projects.
R18	6	<u>2005 LRDp Final EIR Mitigation Measure 4.14-10(a):</u> UCR will work with the City of Riverside to monitor the demand for off-campus parking in residential neighborhoods or at commercial establishments as specified.	Yes	Fiscal Year 2009/10: UCR continues to monitor this issue in coordination with the city. Campus staff attend University Neighborhood meetings where off-campus parking is discussed. The City administers an off-campus neighborhood parking permit program in the vicinity of UCR, and individual neighborhoods can opt to participate. No new requests to participate occurred in FY09-10.
R19	7	<u>2005 LRDp Final EIR Mitigation Measure 4.14-10(b):</u> Implementation of specified parking restrictions, if certain conditions are met.	Yes	Fiscal Year 2009/10: UCR continues to monitor the supply and demand of on-campus parking, and ensures that adequate parking is available on-campus by maintaining an on-campus vacancy rate of at least 5%.
R20	8	<u>2005 LRDp Final EIR Mitigation Measure 4.14-13:</u> UCR will work with transit service providers on an annual basis to monitor demand for transit services, to identify needed service improvements, and encourage the implementation of any such improvements.	Yes	Fiscal Year 2009/10: UCR continues to work with Riverside Transit Agency (RTA) regarding shuttles and public transit serving the campus.
R23	9	Settlement Agreement with neighborhood group requires that the Campus provide the public with an opportunity to comment on each new CEQA project at the beginning of Schematic Design and before the completion of Design Development. The agreement also requires installation of specified landscaping on campus, operational controls such as noise and lighting on certain campus recreational fields, and other miscellaneous actions.	Yes	UCR has generally complied with the meeting requirement and the other aspects of the agreement; in FY2009/10 the proposed Glen Mor 2 housing project was presented to the community twice - in April 2010 and May 2010.
R24	10	<u>Voluntary Agreement - UPASS</u> - UCR payments to RTA provide free bus ridership for UCR students on RTA buses, including free student ridership on the Canyon Crest Cruiser line.	Yes	Fiscal Year 2009/10 - UCR paid RTA \$331,461.30 for the student UPASS program. See R27 [LRDP EIR PP 4.3-1 and 4.14-1] for TDM program amount.
R25	11	<u>Voluntary Agreement</u> - The campus pays RTA for a shuttle bus (Crest Cruiser) with an annual agreement.	Yes	Fiscal Year 2009/10 - Per the agreement, UCR paid RTA \$307,184.90 for shuttles serving the campus. See R27 [LRDP EIR PP 4.3-1 and 4.14-1] for TDM program amount.
R26	12	<u>Voluntary Agreements</u> - Example of shared responsibility/funding: UCR maintains landscape median on MLK Jr. Blvd (a major city street adjacent to the campus) in exchange for City-funded roadway improvements and street lights. Sidewalks will be UCR responsibility in conjunction with new campus development.	Yes	Fiscal Year 2009/10: UCR spent \$34,000 to maintain the median landscape on MLK Jr. Blvd.
R27	13	<u>LRDP EIR PP 4.3-1 and 4.14-1:</u> Campus TDM program.	Yes	Fiscal Year 2009/10 - UC spent \$1,724,981 on all TDM programs to reduce and avoid off campus traffic impacts (includes RTA payments in R24 and R25).

## APPENDIX

Budget and Capital Resources

March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
R6	14	<u>2005 LRDp Final EIR Mitigation Measure 4.14-1(a):</u> Specified intersection improvement is under the jurisdiction of the City of Riverside.	No	City of Riverside does not assess a fee for Traffic Signal/Railroad Signals or Transportation on any City, County, State or Federal governmental use. See R27 [LRDP EIR PP 4.3-1 and 4.14-1] for TDM program amount.
R7	15	<u>2005 LRDp Final EIR Mitigation Measure 4.14-1(b):</u> Specified intersection improvement is under the jurisdiction of the City of Riverside.	No	City of Riverside does not assess a fee for Traffic Signal/Railroad Signals or Transportation on any City, County, State or Federal governmental use. See R27 [LRDP EIR PP 4.3-1 and 4.14-1] for TDM program amount.
R8	16	<u>2005 LRDp Final EIR Mitigation Measure 4.14-1(c):</u> Specified intersection improvement is under the jurisdiction of the City of Riverside.	No	City of Riverside does not assess a fee for Traffic Signal/Railroad Signals or Transportation on any City, County, State or Federal governmental use. See R27 [LRDP EIR PP 4.3-1 and 4.14-1] for TDM program amount.
R9	17	<u>2005 LRDp Final EIR Mitigation Measure 4.14-1(d):</u> Specified intersection improvement is under the jurisdiction of the City of Riverside.	No	City of Riverside does not assess a fee for Traffic Signal/Railroad Signals or Transportation on any City, County, State or Federal governmental use. See R27 [LRDP EIR PP 4.3-1 and 4.14-1] for TDM program amount.
R10	18	<u>2005 LRDp Final EIR Mitigation Measure 4.14-1(e):</u> Specified intersection improvement is under the jurisdiction of the City of Riverside.	No	City of Riverside does not assess a fee for Traffic Signal/Railroad Signals or Transportation on any City, County, State or Federal governmental use. See R27 [LRDP EIR PP 4.3-1 and 4.14-1] for TDM program amount.
R11	19	<u>2005 LRDp Final EIR Mitigation Measure 4.14-1(f):</u> Specified intersection improvement is under the jurisdiction of UCR.	No	City of Riverside does not assess a fee for Traffic Signal/Railroad Signals or Transportation on any City, County, State or Federal governmental use. See R27 [LRDP EIR PP 4.3-1 and 4.14-1] for TDM program amount.
R12	20	<u>2005 LRDp Final EIR Mitigation Measure 4.14-1(g):</u> Specified intersection improvement is under the jurisdiction of UCR.	No	On-campus roadway. Fiscal Year 2009/10: UCR staff continues to monitor intersection for decreased LOS. Recent closure of North Campus Drive west of Aberdeen has decreased traffic. During peak hours, UCR transportation staff direct traffic to keep maximum flow of vehicles and pedestrians if necessary.
R13	21	<u>2005 LRDp Final EIR Mitigation Measure 4.14-1(h):</u> Specified intersection improvement is under the jurisdiction of the City of Riverside.	No	City of Riverside does not assess a fee for Traffic Signal/Railroad Signals or Transportation on any City, County, State or Federal governmental use. See R27 [LRDP EIR PP 4.3-1 and 4.14-1] for TDM program amount.
R14	22	<u>2005 LRDp Final EIR Mitigation Measure 4.14-1(i):</u> Specified intersection improvement is under the jurisdiction of the City of Riverside.	No	City of Riverside does not assess a fee for Traffic Signal/Railroad Signals or Transportation on any City, County, State or Federal governmental use. See R27 [LRDP EIR PP 4.3-1 and 4.14-1] for TDM program amount.
R15	23	<u>2005 LRDp Final EIR Mitigation Measure 4.14-1(j):</u> Specified intersection improvement is under the jurisdiction of the City of Riverside.	No	City of Riverside does not assess a fee for Traffic Signal/Railroad Signals or Transportation on any City, County, State or Federal governmental use. See R27 [LRDP EIR PP 4.3-1 and 4.14-1] for TDM program amount.
R16	24	<u>2005 LRDp Final EIR Mitigation Measure 4.14-1(k):</u> Specified intersection improvement is under the jurisdiction the City of Riverside.	No	City of Riverside does not assess a fee for Traffic Signal/Railroad Signals or Transportation on any City, County, State or Federal governmental use. See R27 [LRDP EIR PP 4.3-1 and 4.14-1] for TDM program amount.
R17	25	<u>2005 LRDp Final EIR Mitigation Measure 4.14-1(l):</u> Specified intersection improvement is under the jurisdiction of UCR.	No	Fiscal Year 2009/10: UCR continues to monitor intersection for decreased LOS. Recent closure of North Campus Drive west of Aberdeen has decreased traffic. During peak hours, UCR transportation staff direct traffic to keep maximum flow of vehicles and pedestrians if necessary.
R21	26	<u>2005 LRDp Final EIR Mitigation Measure 4.15-6(a):</u> UCR will work with the City of Riverside to evaluate the capacity of existing sewer trunk lines serving the campus and estimate the future impact of LRDp implementation on available capacity.	No	Fiscal Year 2009/10: UCR is currently in continuing discussions with City of Riverside regarding future development and anticipated capacity needs for the campus.
R22	27	<u>2005 LRDp Final EIR Mitigation Measure 4.15-6(b):</u> If certain conditions are met, UCR will contribute its fair share toward additional trunk line capacity.	No	Fiscal Year 2009/10: Ongoing discussions between the city of Riverside and UCR. City is close to developing a cost sharing methodology for city and UCR review.

ID#	#	Commitment (Summary)	Triggered?	Status
<b>Table 1: Status of UC SAN DIEGO Commitments to Mitigate Off-Campus Impacts 2009-10</b>				
SD1	1	<u>LRDP EIR Mitigation Measure AES-1A</u> Review of design elements by UCSD Design Review Board in conformance with UCSD planning studies and guidelines.	Yes	Addressed during project design and approved by UCSD Design Review Board.
SD2	2	<u>LRDP EIR Mitigation Measure AES-1B</u> Preserve and enhance views with design features.	Yes	Addressed during project design and approved by UCSD Design Review Board.
SD3	3	<u>LRDP EIR Mitigation Measure AES-2A</u> Nonreflective exteriors and glass.	Yes	Addressed during project design and approved by UCSD Design Review Board.
SD4	4	<u>LRDP EIR Mitigation Measure AES-2B</u> Direction and shielding of outdoor lighting per UCSD Lighting Policy.	Yes	Addressed during project design and approved by UCSD Design Review Board.
SD5	5	<u>LRDP EIR Mitigation Measure AES-2C</u> Orientation or shielding of vehicle headlights.	Yes	Addressed during project design and approved by UCSD Design Review Board.
SD6	6	<u>LRDP EIR Mitigation Measure Air-CA</u> Compliance with UC Policy on Sustainable Practices, continue to expand TDM, TSM and alternative transportation methods, expand transit enhancing and alternative fuels infrastructure.	Yes	UCSD spent \$7.52 million on its TDM program in 2009/10. In addition to targeting reductions in vehicle emissions, UCSD is targeting reductions in operational emissions (green buildings and efficiency in building operations). All are ongoing commitments and campus wide objectives which UCSD is aggressively pursuing independently of capital projects.
SD7	7	<u>LRDP EIR Mitigation Measure Air-CB</u> Air Quality construction control program.	Yes	Mitigation incorporated into contractor specifications.
SD8	8	<u>LRDP EIR Mitigation Measure HYD-1A</u> Project specific drainage studies including implementation of site design and flow control if necessary.	Yes	Project specific drainage studies done for each project, and recommendations incorporated into project design.
SD9	9	<u>LRDP EIR Mitigation Measure HYD-1B</u> Campus wide study for detention opportunities.	Yes	The campus treats stormwater issues/detention opportunities on an individual project basis.
SD10	10	<u>LRDP EIR Mitigation Measure HYD-2A</u> Preparation and implementation of an erosion control plan for construction sites less than one acre.	Yes	Addressed in project design.
SD11	11	<u>LRDP EIR Mitigation Measure HYD-2B</u> Implementation of site design and treatment control design measures to reduce pollutants of concern in runoff.	Yes	Addressed in project design.
SD12	12	<u>LRDP EIR Mitigation Measure Lan-2A</u> Planning review for edges and connections.	Yes	Addressed in project design and evaluated by UCSD Design Review Board.
SD13	13	<u>LRDP EIR Mitigation Measure Noi-1A</u> Location of and mitigation for new and modified stationary noise sources.	Yes	Noise study recommendations incorporated into project design.
SD14	14	<u>LRDP EIR Mitigation Measure Noi-1B</u> Location, monitoring and mitigation for new and modified noise sensitive land uses.	Yes	Noise study recommendations incorporated into project design.
SD15	15	<u>LRDP EIR Mitigation Measure Noi-2A</u> Construction noise mitigation program.	Yes	Construction noise mitigation included in contractor specifications.
SD16	16	<u>LRDP EIR Mitigation Measure Noi-4A</u> Construction vibration mitigation program.	Yes	Vibration study recommendations incorporated into construction methods.
SD17	17	<u>LRDP EIR Mitigation Measure TRA-1A</u> Traffic studies for parking structures.	Yes	Recommendations included in design of East Campus Graduate housing parking structure. Furthermore, a traffic study performed for the East Campus Parking Structure project analyzed traffic circulation internal to campus.
SD18	18	<u>LRDP EIR Mitigation Measure TRA-1B</u> Traffic control plans for lane closures.	Yes	Requirement incorporated into contractor specifications.
SD19	19	<u>LRDP EIR Mitigation Measure TRA-1C</u> Continue alternative transportation programs.	Yes	Ongoing; Total cost \$7.52 million in FY09-10 (See SD6).
SD20	20	<u>LRDP EIR Mitigation Measure TRA-2A</u> Provision of adequate parking supply.	Yes	Parking supply and occupancy monitored regularly to determine adequacy.

## APPENDIX

Budget and Capital Resources

March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
SD31	21	<u>East Campus Graduate Housing EIR (2005) Tra MM 3.6-1 Design studies and traffic signal implementation.</u>	Yes	After acquiring an encroachment permit from City the campus will construct a signal at Regents Road/Regents Park Row/UCSD Mesa Housing Entrance. Estimated cost to the campus is \$350,000.
SD32	22	<u>J. Craig Venter Institute MND (July 2007) Venter T-1 Construct median in Torrey Pines Road.</u>	Yes	Median construction included in contractor bid package. UCSD improvements pending start of construction.
SD33	23	<u>J. Craig Venter Institute MND (July 2007) Venter T-2 Remove on street parking and stripe curb.</u>	Yes	Curb painting to restrict parking included in contractor bid package. UCSD improvements pending start of construction.
SD34	24	<u>SIO Seawater/Storm Water Improvements - Obtain grant money and UC funds to study and implement plans to correct and improve water quality and stormwater infrastructure at SIO pursuant to regulatory requirements.</u>	Yes	Implemented sea/stormwater and water quality improvements as a condition of SWRCB seawater discharge permit. SIO consolidated grant/stimulus funding projects \$3,300,000. SIO seawater/Stormwater Management Project \$8,560,000.
SD37	25	<u>Southwest Fisheries Science Center NOAA Laboratory Replacement Building EIR (May 2009) Vis-1: Review of design elements by UCSD Design Review Board in conformance with UCSD planning studies and guidelines.</u>	Yes	Mitigation completed in FY2009-10.
SD38	26	<u>Southwest Fisheries Science Center NOAA Laboratory Replacement Building EIR (May 2009) Vis-2: Existing large vegetation at the site would be retained as much as possible to provide visual screening for the new building.</u>	Yes	Mitigation completed in FY2009-10.
SD 39	27	<u>Southwest Fisheries Science Center NOAA Laboratory Replacement Building EIR (May 2009) Vis-3: Nonreflective exteriors and glass.</u>	Yes	Mitigation completed in FY2009-10.
SD40	28	<u>Southwest Fisheries Science Center NOAA Laboratory Replacement Building EIR (May 2009) Vis-4: Trees would be planted along the western boundary of the site, between the new building and La Jolla Shores Drive, providing visual screening of the new building.</u>	Yes	Trees will be planted along the western boundary of the site at the end of project construction (anticipated November 2011).
SD41	29	<u>Southwest Fisheries Science Center NOAA Laboratory Replacement Building EIR (May 2009) Vis-5: Direction and shielding of outdoor lighting per UCSD Lighting Policy and the UCSD Outdoor Lighting Design Guidelines.</u>	Yes	Compliant lighting will be installed by the end of project construction (anticipated November 2011).
SD42	30	<u>Southwest Fisheries Science Center NOAA Laboratory Replacement Building EIR (May 2009) Vis-6: Existing mature trees at the existing Southwest Fisheries Science Center site would be retained to the maximum extent feasible during demolition of Buildings B and C.</u>	Yes	The existing mature trees have been retained.
SD43	31	<u>Southwest Fisheries Science Center NOAA Laboratory Replacement Building EIR (May 2009) Hyd-1: Project specific drainage studies including implementation of site design and flow control if necessary.</u>	Yes	Mitigation completed in FY2009-10.
SD44	32	<u>Southwest Fisheries Science Center NOAA Laboratory Replacement Building EIR (May 2009) Hyd-2: Any increase in storm water runoff rates will be mitigated by incorporating project specific design features to retain storm water on-site.</u>	Yes	Addressed during project design.
SD48	33	<u>Southwest Fisheries Science Center NOAA Laboratory Replacement Building EIR (May 2009) Lan-1: NOAA will prepare a Federal Consistency Determination and submit it to the California Coastal Commission for concurrence.</u>	Yes	Mitigation completed in FY2009-10.
SD58	34	<u>Southwest Fisheries Science Center NOAA Laboratory Replacement Building EIR (May 2009) Air-5: The new building would meet LEED Silver standards for energy efficiency and environmental sustainability.</u>	Yes	Addressed during project design.

## APPENDIX

Budget and Capital Resources

March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
SD61	35	<u>Other:</u> Annual lease payments for use of Pier. University lease payments fund City of San Diego Lifeguard services.	Yes	UCSD pays the City of San Diego \$65,000 annually (lease payment) for use of Scripps Pier. The City has chosen to use these \$\$ to help fund City-provided lifeguard services in the vicinity of campus.
SD62	36	<u>Other:</u> The on-campus Wedge Open Space Management project provides stormwater quality improvements in the vicinity of North Campus, including off-campus areas downstream of UCSD.	Yes	Completed.
SD21	37	<u>LRDP EIR Mitigation Measure TRA-1D</u> Widening of roadway segments.	No	Not triggered. Ongoing: the University will continue to evaluate circulation needs and implement alternative transportation program to reduce single occupancy vehicle trips.
SD22	38	<u>LRDP EIR Mitigation Measure TRA-1E</u> Widening of roadway segments.	No	Not triggered. Ongoing; the University will continue to evaluate circulation needs and implement alternative transportation program to reduce single occupancy vehicle trips.
SD23	39	<u>LRDP EIR Mitigation Measure TRA-1F</u> Widening of roadway segments.	No	Not triggered. Ongoing; the University will continue to evaluate circulation needs and implement alternative transportation program to reduce single occupancy vehicle trips.
SD24	40	<u>LRDP EIR Mitigation Measure TRA-1G</u> Intersection improvements.	No	Not triggered. Ongoing; the University will continue to evaluate circulation needs and implement alternative transportation program to reduce single occupancy vehicle trips.
SD25	41	<u>LRDP EIR Mitigation Measure TRA-1H</u> Intersection improvements.	No	Not triggered. Ongoing; the University will continue to evaluate circulation needs and implement alternative transportation program to reduce single occupancy vehicle trips.
SD26	42	<u>LRDP EIR Mitigation Measure TRA-1I</u> Intersection improvements.	No	Not triggered. Ongoing; the University will continue to evaluate circulation needs and implement alternative transportation program to reduce single occupancy vehicle trips.
SD27	43	<u>LRDP EIR Mitigation Measure TRA-1J</u> Intersection improvements.	No	Not triggered. Ongoing; the University will continue to evaluate circulation needs and implement alternative transportation program to reduce single occupancy vehicle trips.
SD28	44	<u>LRDP EIR Mitigation Measure TRA-1K</u> Intersection improvements.	No	Not triggered. Ongoing; the University will continue to evaluate circulation needs and implement alternative transportation program to reduce single occupancy vehicle trips.
SD29	45	<u>LRDP EIR Mitigation Measure TRA-1L</u> Intersection improvements.	No	Not triggered. Ongoing; the University will continue to evaluate circulation needs and implement alternative transportation program to reduce single occupancy vehicle trips.
SD35	46	<u>San Diego Center for Regenerative Medicine EIR (November 2008):</u> Project applicant shall contribute funds at a rate of \$1,000 per trip impacting the north side of the I-5/Genesee Avenue interchange, up to \$227,000 for regional improvements to the interchange. Payment would be made by project applicant to appropriate fund maintained by the City of San Diego, and confirmation of such payment will be provided to UCSD. This contribution shall be paid by the project applicant before occupancy of the Project.	No	Payment to be made by Sanford Consortium of Regenerative Medicine. Occupancy of the building is expected in 2011.
SD36	47	<u>J. Craig Venter Institute MND (July 2007):</u> Installation of signage along the public trail adjacent to the Ecological Reserve to prohibit human intrusion into the open space.	No	Signage pending start of construction.
SD45	48	<u>Southwest Fisheries Science Center NOAA Laboratory Replacement Building EIR (May 2009) Hyd-3:</u> All storm drain inlets and catch basins on site will be marked with prohibitive language and/or graphical icons to discourage illegal dumping per UCSD standards.	No	Mitigation incorporated in contractor specifications.
SD46	49	<u>Southwest Fisheries Science Center NOAA Laboratory Replacement Building EIR (May 2009) Hyd-4:</u> Outdoor storage areas for materials that may affect water quality will be covered and protected by secondary containment.	No	Mitigation incorporated in contractor specifications.
SD47	50	<u>Southwest Fisheries Science Center NOAA Laboratory Replacement Building EIR (May 2009) Hyd-5:</u> All trash container areas will be enclosed to prevent off-site transport of trash and drainage will be directed to the sanitary sewer system of the covered containers to prevent exposure of trash to precipitation.	No	Mitigation incorporated in contractor specifications.
SD50	51	<u>Southwest Fisheries Science Center NOAA Laboratory Replacement Building EIR (May 2009) Noi-1:</u> Construction noise mitigation program.	No	Construction noise mitigation placed in contractor specifications.

## APPENDIX

Budget and Capital Resources

March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
SD51	52	<u>Southwest Fisheries Science Center NOAA Laboratory Replacement Building EIR (May 2009) Noi-2:</u> Construction mitigation program.	No	Vibration study recommendations incorporated into construction methods.
SD52	53	<u>Southwest Fisheries Science Center NOAA Laboratory Replacement Building EIR (May 2009) Pop-1:</u> Traffic control plans for lane closures.	No	Mitigation incorporated in contractor specifications.
SD53	54	<u>Southwest Fisheries Science Center NOAA Laboratory Replacement Building EIR (May 2009) Tra-1:</u> Intersection improvements.	No	Mitigation incorporated in contractor specifications.
SD54	55	<u>Southwest Fisheries Science Center NOAA Laboratory Replacement Building EIR (May 2009) Tra-2:</u> Traffic control plans for lane closures.	No	Mitigation incorporated in contractor specifications.
SD55	56	<u>Southwest Fisheries Science Center NOAA Laboratory Replacement Building EIR (May 2009) Air-1:</u> NOAA prepare Federal conformity determination and submit it to EPA for approval.	No	Addressed during project design. A Federal conformity determination will be submitted to EPA by the close of the project.
SD56	57	<u>Southwest Fisheries Science Center NOAA Laboratory Replacement Building EIR (May 2009) Air-2 &amp; Air-3:</u> Construction and demolition contractors to implement <i>SmartWay Truck Efficiency</i> and anti-idling practices to reduce the amount and effects of GHG emissions during construction and demolition periods.	No	Mitigation incorporated in contractor specifications.
SD57	58	<u>Southwest Fisheries Science Center NOAA Laboratory Replacement Building EIR (May 2009) Air-4:</u> Install and operate permit from the SDAPCD for the standby generator to ensure efficiency, minimizing emissions.	No	Mitigation incorporated in contractor specifications.
SD59	59	<u>Southwest Fisheries Science Center NOAA Laboratory Replacement Building EIR (May 2009) Air-6 and Air-7:</u> Implementation of a Transportation Demand Management System (TDMs) to reduce the amount of vehicle trips by staff.	No	Operational implementation is ongoing. See SD6 for TDM total.
SD60	60	Other: Implement LRD goal of expanding on-campus housing by accommodating up to 50% of UCSD students in campus owned housing. Construction of 5 housing projects (2008-12) all financed.	No	The campus is implementing the LRD goal of accomodating 50% of students in campus-owned housing by developing five on-campus housing projects between (2008-12).
SD30	61	<u>UCSD Hillcrest Medical Center LRD EIR (1995) TRA 4.8.1-b</u> : Traffic signal improvements at Bachman Drive and Hotel Circle.	Completed prior to reporting year	Mitigation completed in 2002. UCSD paid \$150,000 (signal) + \$60,000 (gutter improvements).
SD49	62	<u>Southwest Fisheries Science Center NOAA Laboratory Replacement Building EIR (May 2009) Lan-2:</u> Review of design elements by UCSD Design Review Board and Physical Planning to evaluate project integration into campus neighborhood and compatibility to nearby uses.	Completed prior to reporting year	Mitigation completed. Addressed during project design and approved by UCSD Design Review Board.

ID#	#	Commitment (Summary)	Triggered?	Status
<b>Table 1: Status of UC SAN FRANCISCO Commitments to Mitigate Off-Campus Impacts 2009-10</b>				
SF7	1	1996 LRDP EIR Mitigation Measure 4C-3: Implement specified measures to assure that construction activities minimize parking demand and circulation obstruction.	Yes	Implemented by UCSF for all construction projects.
SF8	2	1996 LRDP EIR Mitigation Measure 4C-4: Implement TDM measures to reduce the number of daily, am and pm peak-hour vehicle trips generated by LRDP activities at Parnassus Heights.	Yes	UCSF implementing TDM. See SF4 for status.
SF9	3	1996 LRDP EIR Mitigation Measure 4D-1: Require in all construction contracts for work at Parnassus Heights that the contractors reduce major criteria air pollutant emissions by complying with the air pollution control strategies developed by the BAAQMD, as specified.	Yes	Required in construction contracts.
SF10	4	1996 LRDP EIR Mitigation Measure 12D1-1: Include appropriate dust control requirements in all construction contracts.	Yes	Required in construction contracts.
SF11	5	1996 LRDP EIR Mitigation Measure 4E-1: UCSF would require construction contractors to minimize construction noise impacts using specified strategies.	Yes	Required in construction contracts.
SF12	6	1996 LRDP EIR Mitigation Measure 12E1-1: UCSF would require construction contractors to minimize unavoidable construction noise impacts resulting from development of the Major New Site by use of proper equipment and work scheduling.	Yes	Required in construction contracts. Construction of Mission Bay Building 17A/B and 19A included Mitigation Measure 12E1-1 involving use of proper equipment and work scheduling to limit construction noise impacts.
SF13	7	1996 LRDP EIR Mitigation Measure 4E-4: Final design specifications for the proposed equipment at new or renovated buildings at Parnassus Heights would include performance standards that would comply with the noise limits established by the San Francisco Noise Ordinance as specified.	Yes	In 1998, UCSF instituted a noise prediction model and design guidelines which were incorporated into the UCSF Facilities Design Guidelines manual for mandatory use by mechanical contractors. A "noise budget" was developed for mechanical units to be modified or replaced over the LRDP timeframe (FY 2011-12) to meet the SF Noise Ordinance limits of 55 decibels (dBA) daytime and 50 dBA nighttime for residential areas adjacent to the campus site. This noise budget specification is intended to reduce 1998 recorded decibel levels by 12 to 17 dBA.
SF14	8	1996 LRDP EIR Mitigation Measure 12E1-2: UCSF would incorporate standard industrial noise control measures for stationary equipment at the Major New Site and would adopt noise performance standards insuring that operational noise from UCSF sources at the Major New Site would not exceed noise levels set forth in local general plans or ordinances for adjacent areas based on their use. If ambient noise levels in areas adjacent to the Major New Site already exceed such local noise standards, UCSF would not increase average daily noise levels ( $L_{dn}$ ) from operational noise sources by three or more dBA at property lines.	Yes	Ongoing. No new buildings at Mission Bay have initiated operations during FY09-10.
SF15	9	1996 LRDP EIR Mitigation Measure 4F-3: UCSF would implement procedures recommended by the state Radiologic Health Branch of the Department of Health Services to maintain UCSF use of long-lived radioactive materials at or below current levels to avoid any increase in long-lived radioactive waste generation at Parnassus Heights.	Yes	UCSF Environmental Health and Safety (EH&S) operates a comprehensive waste minimization program. EH&S assists the campus with the evaluation, planning, development and execution of health and safety programs. For example, EH&S safety committees include: Chemical Safety, Radiation Safety, and Biosafety Committees and the Committee on Animal Research. EH&S works with each committee to ensure that appropriate procedures are followed for the area of concern. In addition to programs for radioactive disposal, EH&S provides chemical waste management and other impact avoidance programs.

ID#	#	Commitment (Summary)	Triggered?	Status
SF16	10	<u>1996 LRDPEIR Mitigation Measure 12F1-3:</u> UCSF would implement hazardous waste handling, minimization and disposal measures at the Mission Bay Major New Site consistent with safety requirements and applicable laws and regulations as specified.	Yes	Ongoing implementation by UCSF. See status under SF15
SF17	11	<u>1996 LRDPEIR Mitigation Measure 4F-5:</u> UCSF would implement specified measures for safe handling and proper disposal of asbestos, PCBs and lead-based paint during demolition of the buildings.	Yes	Ongoing implementation by UCSF. See status under SF15. No buildings at Parnassus Heights have been demolished during FY09-10.
SF18	12	<u>1996 LRDPEIR Mitigation Measure 4H1-1:</u> UCSF would prepare a construction Storm Water Pollution Prevention Plan that includes Best Management Practices to control stormwater quality on-site. UCSF's construction contracts would require contractors to implement the Plan.	Yes	Required in construction contracts. Construction of the Kirkham Childcare Center at Parnassus Heights included Mitigation Measure 4H1-1 to avoid erosion and sedimentation impacts.
SF19	13	<u>1996 LRDPEIR Mitigation Measure 12H1-1:</u> UCSF would prepare a construction Storm Water Pollution Prevention Plan that includes specified Best Management Practices to control stormwater quality on-site.	Yes	Required in construction contracts. Construction of Mission Bay Building 17A/B included Mitigation Measure 12H1-1 involving preparation of a Storm Water Pollution Prevention Plan to avoid erosion and sedimentation impacts.
SF20	14	<u>1996 LRDPEIR Mitigation Measure 12H4-1:</u> Implement Development Scenario Mitigation Measure 12H1-1.	Yes	Required in construction contracts. Construction of Mission Bay Building 17A/B included Mitigation Measure 12H4-1 involving storm water management requirements to limit contaminated sediments impacts.
SF21	15	<u>1996 LRDPEIR Mitigation Measure 12H4-4:</u> For all development within the UCSF Mission Bay Major New Site area, UCSF would protect low-lying areas from a potential rise in sea level through setbacks from the water's edge, increased elevation, and other methods as addressed in the Mission Bay Design Guidelines.	Yes	Ongoing. Addressed by Mission Bay Campus Master Plan and Design guidelines.
SF22	16	<u>1996 LRDPEIR Mitigation Measure 12I1-1:</u> UCSF would implement Mitigation Measure 12H1-1 (see Section H, Hydrology and Water Quality), that requires development of a Storm Water Pollution Prevention Plan in connection with development of the Mission Bay Major New Site.	Yes	Required in construction contracts. A Storm Water Pollution and Prevention Plan was prepared for Mission Bay Building 17A/B to limit erosion and sedimentation impacts.
SF23	17	<u>1996 LRDPEIR Mitigation Measure 4J-6:</u> UCSF would require demolition and construction contractors at the Parnassus Heights site to establish in their bids quantitative goals for the amount of recycling they plan to achieve, and to document periodically during each construction project that such goals have been achieved.	Yes	Required in construction contracts. No demolition projects were implemented at Parnassus Heights in FY09-10.
SF24	18	<u>1996 LRDPEIR Mitigation Measure 4L-2 and 12L1-3:</u> Minimize light and glare from LRDPEIR development at Parnassus Heights or at the Mission Bay Major New Site through the orientation of buildings, use of landscaping and use of primary facade materials with low-glare potential as specified.	Yes	Ongoing. Addressed by design guidelines. Building design for Mission Bay Building 19A incorporated Mitigation Measure 12L1-3 to limit light and glare impacts.
SF25	19	<u>1996 LRDPEIR Mitigation Measure 4L-2 and 12L1-4:</u> Construction plans would include specifications for the placement and direction of any construction area or flood lighting to minimize potential disturbances to adjacent residents.	Yes	Required in construction contracts. Construction of Mission Bay Building 17A/B included Mitigation Measure 12L1-4 requiring measures to minimize light and glare impacts during construction.

## APPENDIX

Budget and Capital Resources  
March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
SF28	20	<u>UCSF LRDPA Amendment #2, Hospital Replacement, EIR</u> <u>Mitigation Measure 4.1-1:</u> Minimize light and glare from new hospital development through the orientation of buildings, use of landscaping materials, and choice of primary facade materials. Specified design standards and guidelines to minimize light and glare would be adopted for the new hospital development.	Yes	Addressed by design guidelines.
SF30	21	<u>UCSF LRDPA Amendment #2, Hospital Replacement, EIR</u> <u>Mitigation Measure 4.1-4:</u> Extend the Mission Bay Campus Master Plan Design Guidelines (CMPDG) to the Mission Bay South site or develop Mission Bay South site land use designations and design guidelines that apply 1996 LRDPA goals and objectives for visual quality, protection of view corridors, creation of open space, and compatibility with the surrounding area. Implementation of this measure would avoid a substantial degradation of the visual quality due to the Mission Bay South site development. (Identified by this EIR for the LRDPA and Future Phases).	Yes	Mitigation Measure 4.1-4 was modified per the 2005 SF Redevelopment Agency MOU which contains negotiated design guidelines for the Medical Center project with respect to building height, bulk, setback, streetwall, view corridors and other standards. Original LRDPA EIR Mitigation was superceded by the 2005 SF Redevelopment Agency MOU and is no longer applicable; new commitment is per the 2005 SFRA MOU.
SF33	22	<u>UCSF LRDPA Amendment #2, Hospital Replacement, EIR</u> <u>Mitigation Measure 4.2-1a:</u> Continue existing Transportation Demand Management programs to promote shuttle services, ride-sharing, and bicycle programs to reduce the number of trips at its campus sites.	Yes	UCSF's TDM program supports multi-modal access. TDM implemented in full. See SF4. TDM measures implemented for the Mission Bay research campus include shuttle service (6 shuttle routes serving Mission Bay, including connection to BART); bicycle racks throughout campus and bicycle cages within Rock Hall and the Community Center Garage; pre-tax transit incentives; Marin Commute Club; carpool and vanpool parking; Carshare pods on campus; and Zimride carpool matching. It is expected that these activities would be extended to the hospital site.
SF34	23	<u>UCSF LRDPA Amendment #2, Hospital Replacement, EIR</u> <u>Mitigation Measure 4.2-2:</u> Include BAAQMD's dust control procedures in construction contracts as specified.	Yes	Addressed in construction contracts. Demolition and site prep work began in 09-10.
SF36	24	<u>UCSF LRDPA Amendment #2, Hospital Replacement, EIR</u> <u>Mitigation Measure 4.6-3:</u> Adopt Mitigation Measures K.2, K.3 and K.4 of the Mission Bay Subsequent EIR as specified pertaining to wastewater systems.	Yes	Addressed in construction contracts. Demolition and site prep work began in 09-10.
SF38	25	<u>UCSF LRDPA Amendment #2, Hospital Replacement, EIR</u> <u>Mitigation Measure 4.8-1:</u> UCSF shall require construction contractors to minimize unavoidable construction noise impacts by use of proper equipment and work scheduling, as specified.	Yes	Addressed in construction contracts. Demolition and site prep work began in 09-10.
SF45	26	<u>UCSF Medical Center at Mission Bay EIR and LRDPA Amendment #3 (September 2008) MCMB.1-5:</u> Operation of the Medical Center at Mission Bay project would include a helicopter landing site ("helipad"), which would introduce lighting that would be noticeable after dark.	Yes	This EIR and obligations approved in September 2008, (FY 2008/09). Measures have been incorporated into helipad design.
SF46	27	<u>UCSF Medical Center at Mission Bay EIR and LRDPA Amendment #3 (September 2008) MCMB.2-1:</u> Demolition and construction activities associated with the Medical Center at Mission Bay project would generate fugitive dust and criteria pollutant emissions that could adversely affect local air quality.	Yes	Applies to both phases of the Medical Center at Mission Bay (LRDPA Phase = 289-bed hospital, outpatient space, energy center, and parking. Future Phase = additional beds for total of 550-bed hospital, outpatient space, energy center, and parking). Mitigation measures are being implemented.
SF48	28	<u>UCSF Medical Center at Mission Bay EIR and LRDPA Amendment #3 (September 2008) MCMB.5-1:</u> Demolition and construction activities associated with the proposed project would elevate noise levels in and around the project site, and particularly at nearby sensitive receptors.	Yes	Applies to both phases of the Medical Center at Mission Bay project. Mitigation measures are being implemented.

## APPENDIX

Budget and Capital Resources

March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
SF58	29	Pritzker Center, Renovation of 2130 Third Street, Mitigated Negative Declaration (December 2007) MM 1: Minimize light and glare from development through use of primary façade materials with low-glare potential and possibly landscaping. Design standards and guidelines for minimizing light and glare would be followed, including avoiding the use of mirrored glass as primary building materials for façades, and configuring exterior light fixtures to emphasize close spacing of low intensity light sources directed downward.	Yes	Addressed during conceptual design. Project withdrawn.
SF61	30	The Institute for Regeneration Medicine (IRM) at UCSF Mitigated Negative Declaration (March 2008) MM IRM-1: UCSF would require in all construction contracts for work at Parnassus Heights that the contractors reduce major criteria air pollutant emissions by complying with the air pollution control strategies developed by the BAAQMD, especially those related to PM2.5 emissions.	Yes	Addressed in construction contracts. Construction of the IRM Building includes Mitigation Measure IRM-1 to limit air pollutant emissions.
SF62	31	The Institute for Regeneration Medicine (IRM) at UCSF Mitigated Negative Declaration (March 2008) MM IRM-2: Prepare a transit use goal and plan for construction employees and subcontractor employees. The plan should consider an alternative for the contractor to provide shuttle service to/from public transportation transfer nodes such as Caltrain and BART. This plan would be incorporated into the construction contract between UCSF and the contractor. Stage construction activities to avoid the need to close Medical Center Way. Should complete road closure be required, provide at least 72 hours notice to campus community and public and prepare detour routes and signage for drivers and pedestrians during the road closure.	Yes	Addressed in construction contracts. Construction of the IRM Building includes Mitigation Measure IRM-2 to limit the impact of construction parking and traffic.
SF63	32	Gov't Code 54999 or User Fees: San Francisco Campus Capital Payments for off-campus water service: UC water use at \$2.50 per 100 cubic feet (CCF) with about 30% for capital obligations or about \$0.75 per CCF. Wastewater calculated at 90% water rate and charged at \$6.50 per CCF with about 50% for capital obligations so about \$3.25 per CCF for wastewater capital improvements. Since 1/1/07 UCSF pays standard institutional rate (\$9.00 per CCF) including capital fee estimated to be \$4.00 per CCF.	Yes	\$887,200 (estimated) for all campus sites, water and wastewater 2009-10. \$844,000 (estimated) for 2008-09. Payments represent all campus site capital payments for water and wastewater. [Last year it was reported that \$4.2 million was paid. However, this was an error as \$4.2 represented UCSF's entire water/wastewater bill, rather than the portion devoted to capital payments to the SFPUC. UCSF paid in capital payments approximately \$844,000 in FY08-09, and about \$887,200 in FY09-10. These dollar amounts are estimates as the SFPUC does not indicate in their water/wastewater bills the portion of the bill that is for capital fees.]
SF64	33	Voluntary agreement: Contribution to the Blue Greenway Project of the Neighborhood Parks Council (former recipient was the Green Trust): UCSF allows SF Giants patrons to park at the UCSF Mission Bay campus site and includes in the parking fee a \$5 per vehicle contribution to the Blue Greenway Project. The Blue Greenway Project, sponsored by the community-based nonprofit the Neighborhood Parks Council, seeks to realize a greener Central Waterfront and improve the community's ecological health.	Yes	\$19,335 paid to the Blue Greenway Project of the Neighborhood Parks Council (former recipient was Green Trust) during the SF Giants 2009 Season. \$17,995 paid to The Green Trust in during the SF Giants 2008 season. (FY07-08: \$71,125 [one-time \$50,000 grant to Friends of Esprit Park and a \$21,125 grant to the Green Trust])

## APPENDIX

Budget and Capital Resources

March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
SF66	34	<u>Other commitment - Mission Bay Infrastructure Fee:</u> Fees are paid to the master developer of the Mission Bay Redevelopment Area for UC's proportional share of new construction of public infrastructure and utilities. Master developer is obligated to construct new infrastructure and utilities for dedication to City / County of San Francisco. Fees are \$5.52 per gross square foot (excluding parking) of new on-campus construction within the 43-acre research portion of the UCSF Mission Bay campus site. These incremental fees escalate based on the Engineering News Record construction cost index and fees are due at the start of construction of each new building.	Yes	\$586,149 paid for MB Bldg 19A for FY09-10. Master developer is obligated to construct new infrastructure and utilities for dedication to City / County of San Francisco. (Prior Payments: \$14,565,851.)
SF67	35	<u>Other commitment - Mission Bay Park Maintenance Fee:</u> An annual fee is paid to the San Francisco Redevelopment Agency for off-campus public open space maintenance. The fee is based on the number of developed acres on the campus site, at an assessment of \$14,380/acre (FY 2000-01) escalated per the Consumer Price Index (CPI) through 2042-43.	Yes	\$347,991 paid to San Francisco Redevelopment Agency in FY09-10 (prior payments: \$1,236,460).
SF69	36	<u>Other commitment - Mission Bay Infrastructure Phasing of Fourth Street Construction:</u> UC negotiated payment of \$750,000 (escalated per ENR) to Mission Bay master developer to construct new Fourth St. through the campus site in 3 phases corresponding to UC development of adjacent building parcels. Completed Fourth St. infrastructure and utilities to be dedicated to City and County of San Francisco.	Yes	Payments for Phase 1 (2001) and Phase 2 (2002) totaled \$580,110. Phase 3 obligation has been triggered and UCSF is waiting to be billed by master developer (\$268,420 including escalation).
SF70	37	<u>Other commitment - Mission Bay Clinical Facilities Infrastructure Fee-</u> UC paid one time \$10 million fee paid to Mission Bay master developer at execution of the ground lease in 2005 for 9.74 acres. Monthly lease payments also include remaining proportional share costs of about \$7 million to be paid over nine years. An additional 4.77 acres were acquired by Regents in 2007 and UC's proportional share of costs of infrastructure and utilities is estimated to be will be \$12.8 million. At the completion of infrastructure construction, annual payments will be made over a maximum of 20 years. Total campus obligation for new public infrastructure to support an this additional total of 14.5 acres of clinical facilities (separate from the 43-acre research site) is estimated at approximately \$30 million. Mission Bay master developer is obligated to construct new infrastructure and utilities	Yes	\$642,042 paid in FY09-10 to master developer who is obligated to construct new infrastructure and utilities for dedication to City/County of San Francisco. Payments included in monthly lease payments -- approximately \$37, 600 per month, but varies. (Prior Payments: \$12,211.429.)
SF71	38	<u>Other commitment - Mission Bay Clinical Facilities Park Maintenance Fee</u> An annual fee paid to the San Francisco Redevelopment Agency for off-campus public open space maintenance. The fee is based on the number of developed and undeveloped acres on the 9.74-acre portion of the hospital site, and assessed to Mission Bay master developer and reimbursed by UC within monthly lease payments. Assessment is approximately \$150,000 per year, escalated per the Consumer Price Index (CPI).	Yes	\$37,573 paid in FY09-10. Reimbursement to master developer who is obligated to pay San Francisco Redevelopment Agency fee via property tax bills (identified as Community Facilities District #5); or billed directly to The Regents (Prior Payments: Approximately \$128,533.)
SF71A	39	Mission Bay Clinical Site Property Tax.	Yes	\$574,014 paid in FY09-10. Property taxes paid (other than Infrastructure Fee and Park Maintenance Fee noted above). MB Clinical Facilities site qualifies for UC property tax exemption when used for University purposes, beginning 1/1/10. (Prior Payments: \$519,790 in property taxes paid beginning in FY05-06 through FY08-09.)

## APPENDIX

Budget and Capital Resources

March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
SF72	40	<u>Other commitment - Mission Bay Clinical Facilities Affordable Housing Development-</u> Based on the 9.74-acres of the 14.5 acre hospital site, UC paid a one time cost of \$5 million as the purchasing price of a 1.6 acre site for UC development of 160 affordable housing units. The annual cost to be paid by the campus to subsidize affordable housing units at required rates is estimated at up to \$13.9 million. Additional affordable housing units are in negotiation and may be required for the additional 4.77 acre parcel acquired in 2007.	Yes	UCSF paid \$5,000,000 to the San Francisco Redevelopment Agency in 2005. An additional payment of \$1,155,000 was made on April 2, 2010.
SF4	41	<u>1996 LRDPEIR Mitigation Measure 4C-1:</u> Implement Transportation Demand Management (TDM) programs to reduce the number of daily am and pm peak hour vehicle trips generated at Parnassus Heights.	No	\$8,378,000 2009-2010 TDM budget. Although impact has not been triggered, UCSF instituted its Transportation Demand Management Program in the 1970s and continues to expand TDM services. Current services include secure bicycle facilities, vanpools, commuter bus club, commuter pre-tax program, on-site transit pass sales, poolcars, on-site car share programs, and intra-site shuttle service connecting six major UCSF sites within San Francisco. UCSF provides transit and shuttle information by phone, mail and website to patients and visitors. BART connections e.g. Glen Park are not served by shuttle as campus is well served by multiple SF MUNI bus / trolley lines connecting directly through Parnassus.
SF5	42	<u>1996 LRDPEIR Mitigation Measure 12C4-1:</u> TDM programs could reduce the impact of the Major New Site by reducing the number of vehicle trips generated, but would not be expected to reduce the effects below the threshold of significance.	No	\$8,378,000 TDM program used to reduce/avoid off campus traffic impacts. See SF4 for status. TDM implemented in full.
SF6	43	<u>1996 LRDPEIR Mitigation Measure 12C4-3:</u> The existing right-of-way and configuration on Cesar Chavez Street (a solid median and peak-period turn restrictions at many intersections) limits the improvements available to increase capacity of this corridor. Capacity could be increased only by further restricting peak-period on-street parking and introducing another through lane in each direction. Since the corridor would continue to operate at LOS E in the future even with these changes, this measure would not be warranted.	No	Impact has not occurred.
SF29	44	<u>UCSF LRDPEIR Amendment #2, Hospital Replacement, EIR Mitigation Measure 4.1-2:</u> UCSF would require a condition in construction contracts that flood or area lighting for construction activities be placed and directed so as to avoid potential disturbances to adjacent residences or other uses.	No	Addressed by construction contracts. Hospital not in construction in 09-10.
SF35	45	<u>UCSF LRDPEIR Amendment #2, Hospital Replacement, EIR Mitigation Measure 4.5-4:</u> UCSF shall implement hazardous waste handling, minimization, and disposal procedures at any chosen site for hospital replacement consistent with safety requirements and applicable laws and regulations, as specified.	No	Will be incorporated into hospital procedures.
SF37	46	<u>UCSF LRDPEIR Amendment #2, Hospital Replacement, EIR Mitigation Measure 4.7-6:</u> To the extent feasible, UCSF would site and design the replacement hospital on the east or west sites at the Parnassus Heights campus so as to avoid or minimize the effects of this conflict with the San Francisco Planning Code. Alternatively, UCSF could request that the City amend its Planning	No	This impact may apply to Moffitt 2030 replacement requirements but is beyond the current LRDPEIR horizon. This measure is not in lieu of construction of the Mission Bay South hospital project currently in planning and design.
SF39	47	<u>UCSF LRDPEIR Amendment #2, Hospital Replacement, EIR Mitigation Measure 4.8-2:</u> UCSF shall incorporate standard industrial noise control measures for stationary equipment at any site chosen for hospital replacement as specified.	No	Will be incorporated into hospital procedures.

## APPENDIX

Budget and Capital Resources

March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
SF40	48	<u>UCSF LRDPA Amendment #2, Hospital Replacement, EIR</u> <u>Mitigation Measure 4.8-6b:</u> For the South site, helipad operation nighttime departures shall be required to use the east or northeast flight path, as feasible.	No	Will be incorporated into helipad procedures at the time impact is triggered. See SF49.
SF41	49	<u>UCSF LRDPA Amendment #2, Hospital Replacement, EIR</u> <u>Mitigation Measure 4.11-1:</u> Specified measures to assure that construction and/or demolition activities minimize parking demand and circulation obstruction.	No	Will be incorporated into hospital construction/demolition contracts.
SF42	50	<u>UCSF LRDPA Amendment #2, Hospital Replacement, EIR</u> <u>Mitigation Measure 4.11-2a:</u> UCSF shall coordinate with the City and County of San Francisco to provide specified roadway configuration.	No	Impact has not occurred.
SF42	51	<u>UCSF LRDPA Amendment #2, Hospital Replacement, EIR</u> <u>Mitigation Measure 4.11-2b:</u> UCSF shall coordinate with the City and County of San Francisco to implement specified roadway improvement.	No	Impact has not occurred.
SF44	52	<u>UCSF LRDPA Amendment #2, Hospital Replacement, EIR</u> <u>Mitigation Measure 4.11-6a:</u> UCSF shall coordinate with the City and County of San Francisco to implement specified roadway improvement.	No	This impact has not been triggered. Note: this impact may apply to Moffitt 2030 replacement requirements but is beyond the current LRDPA horizon. This measure is not in lieu of construction of the Mission Bay South hospital project currently in planning and design.
SF47	53	<u>UCSF Medical Center at Mission Bay EIR and LRDPA Amendment #3 (September 2008) MCMB.2-3b:</u> Operation of the Medical Center facilities in the Future Phase would generate vehicular, stationary source, and helicopter-related criteria pollutant emissions that would contribute to regional air pollution.	No	Impact has not occurred. Applies only to Future Phase of the Medical Center at Mission Bay project.
SF49	54	<u>UCSF Medical Center at Mission Bay EIR and LRDPA Amendment #3 (September 2008) MCMB.5-4:</u> Operation of the helicopter landing site ("helipad") proposed as part of the project would lead to increased noise levels at nearby sensitive receptors. Operations at any time of day could cause speech interference. Nighttime helicopter operations could cause increased awakening of residents in the immediate vicinity of the helipad at the site.	No	UCSF has worked with the community to develop a Residential Sound Reduction Program for Helipad Operations. Additional environmental review was conducted in 2009 (see SF49A).
SF49A	55	<u>UCSF Medical Center at Mission Bay -- Residential Sound Reduction Program (RSRP) and Supplemental EIR (April 2009), MCMB.5-4a:</u> Following helipad construction, UCSF shall implement the following program as part of the RSRP: Start-up Period 1. During the first 8 weeks of operations, UCSF will address noise complaints, if any, by revising helicopter operations where feasible. If helicopter activity does not reach the expected average of 1.4 transports per day during the start-up period, the start-up period will be extended to a maximum of 12 weeks. 2. At the end of the start-up period, UCSF will conduct a test flight	No	Helipad not yet in construction phase in reporting year. Payments are not made to a Local Agency, but are made to owners of property that are impacted per the criteria of the Residential Sound Reduction Program. Applies to helipad (on outpatient building) of the Medical Center at Mission Bay project, in LRDPA Phase.
SF50	56	<u>UCSF Medical Center at Mission Bay EIR and LRDPA Amendment #3 (September 2008) MCMB.6-3:</u> Operation of the Medical Center at Mission Bay project would increase traffic at intersections on the adjacent roadway network in the Future Phase.	No	Impact has not occurred.

ID#	#	Commitment (Summary)	Triggered?	Status
SF59	57	Pritzker Center, Renovation of 2130 Third Street, Mitigated Negative Declaration (December 2007) MM 2: Construction plans would include specifications for placing and directing any construction area or flood lighting to minimize potential disturbances to adjacent residents and businesses.	No	Addressed during construction. Project withdrawn.
SF60	58	Pritzker Center, Renovation of 2130 Third Street, Mitigated Negative Declaration (December 2007) MM 3: UCSF would require construction contractors to minimize construction noise impacts by the following strategies: Limit construction hours to between 7:00 a.m. and 8:00 p.m., unless night work is reviewed and authorized by UCSF. Require use of construction equipment with noise reduction devices, such as mufflers which are in good condition. Minimize the use of impact tools to the extent possible. Locate stationary construction noise sources away from residential areas, and require use of acoustic shielding with such equipment when feasible and appropriate.	No	Addressed during construction. Project withdrawn.
SF65	59	Other commitment - Mission Bay Contribution to Future Fire Station: Potential future contribution to fund a Mission Bay fire station at the time it is needed, not to exceed \$1.2 million (1997 dollars).	No	Fire station will be part of Public Safety Building at Mission Bay, to be funded by public safety bond passed in June 2010. Construction estimated to start in late 2011 and to be completed in early 2014. UCSF contribution to be paid upon completion of facility.
SF68	60	Other commitment - Mission Bay Land Donation for School Site: A 2.2 acre parcel on the Mission Bay campus site is held in reserve to be donated for a school site upon request from the San Francisco Unified School District. Regents obligated to reserve school site for 29 years from 12/1998 agreement date. If not requested by SFUSD by 12/2027, Regents may develop unused site for its own purposes after providing an additional 1.5 acres of open space within the campus site.	No	2.2 acres site held in reserve.
SF73	61	Other Commitment: Mission Bay Clinical Facilities Sidewalk Infrastructure: The University will pay for the construction of public sidewalks, including landscaping and street furniture, around the Mission Bay hospital site.	No	UCSF will pay directly for construction of sidewalk infrastructure around the hospital site. Cost is estimated at \$2.7 million.
SF1	62	1996 LRDPEIR Mitigation Measure 4B-2: Potentially site and design the housing at Aldea San Miguel replacement structures so as to avoid or minimize conflict with the City of San Francisco City Planning Code, or request that the city amend the applicable City Planning Code provisions.	Completed prior to reporting year	Mitigation complete. The Aldea housing replacement project is complete. The site is within a 25-foot height district. New construction of the nine replacement buildings included higher ceiling heights and range from 27 to 30 feet in height. The resulting two- to five-foot overage was anticipated by the LRDPEIR as a significant and unavoidable impact. No amendment of the City Planning Code was requested by UC.
SF2	63	1996 LRDPEIR Mitigation Measure 12B4-1: UCSF could request that the city amend the applicable Mission Bay Specific Plan and City Planning Code provisions to establish appropriate designations for the Major New Site at Mission Bay.	Completed prior to reporting year	The City and County of San Francisco and San Francisco Redevelopment Agency have adopted the Mission Bay South [Redevelopment] Plan, which includes a UCSF Subarea, and eliminated the prior zoning. As a result, Mitigation Measure 12B4-1 has been implemented and the potentially significant impact found in the LRDPEIR has been eliminated.
SF3	64	1996 LRDPEIR Mitigation Measure 12F4-1: Specified measures to reduce soil and water contamination hazards at the Major New Site at Mission Bay .	Completed prior to reporting year	A Site Investigation / Remedial Action certificate was issued by the Regional Water Quality Control Board, San Francisco Bay Region in May 1999. A Risk Management Plan for the Mission Bay Area, including the UCSF Subarea was also adopted May 1999. UCSF reports quarterly to the RWQCB on its monitoring activities on the Mission Bay campus site.
SF26	65	UCSF LRDPEIR Amendment #1, Mission Bay Housing Program, EIR Mitigation Measure 3.4.1: Wind Tunnel testing of buildings as specified.	Completed prior to reporting year	Mitigation complete. A wind tunnel study was completed for the Mission Bay Housing project. Predicted wind speeds measured on and adjacent to the project were at or below the pedestrian comfort level (11 mph). One model point at the intersection of Third Street / Mission Bay South (one block north of the housing site) was predicted to have daytime winds of up to 19 mph more than 10% of the time year round. All modeled locations were estimated to have wind speeds below the hazard criterion of 26 mph.

## APPENDIX

Budget and Capital Resources

March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
SF27	66	<u>UCSF LRDPA Amendment #1, Mission Bay Housing Program, EIR Mitigation Measure 3.5.2:</u> UCSF shall conduct additional assessments of the chemical concentrations detected in soil and groundwater at Block 20 and compare the results to the risk-based residential site-specific target levels ("SSTLs") established in the Mission Bay RMP, and follow their recommendations as specified.	Completed prior to reporting year	Mitigation Complete. A Screening Human Health Risk Assessment was prepared to analyze the potential risk associated with residential exposure to chemicals in surface soils and groundwater. Pathways evaluated were through soil ingestion, inhalation of particulates and dermal contact. None of the chemicals detected in the soil or groundwater were found to represent a potential adverse health impact to residential receptors on the site.
SF31	67	<u>UCSF LRDPA Amendment #2, Hospital Replacement, EIR Mitigation Measure 4.1-6:</u> UCSF shall develop a helipad design plan to minimize light and glare, including specified measures.	Completed prior to reporting year	Implemented.
SF32	68	<u>UCSF LRDPA Amendment #2, Hospital Replacement, EIR Mitigation Measure 4.1-7:</u> A new hospital over 100 feet in height on the Mission Bay South site would be wind tested to verify compliance with the City of San Francisco's 26 mph hazardous wind criteria. Specified design measures may apply.	Completed prior to reporting year	UCSF Medical Center at Mission Bay EIR (certified September 2008) included the results of wind tunnel testing for both the LRDPA Phase and Future Phase of the proposed hospital complex. The EIR found that pedestrian-level wind speeds would improve from existing conditions and therefore wind impacts would be less than significant.
SF51	69	<u>UCSF LRDPA Parnassus Housing and Child Care Implementation Plan, Supplemental EIR Mitigation Measure 3.3.1:</u> Remodel the residences at 1432 Fifth Avenue and 1460 Fifth Avenue as specified to meet the Secretary of Interior Standards for Rehabilitation.	Completed prior to reporting year	Completed. This measure was implemented with the exception of retention of the bi-fold windows at 1432 Fifth Ave. The windows could not be made operational and compliant with current code; therefore, the windows were documented and replaced new windows. Since this impact was foreseen as a possibility during environmental review, the SEIR found that the project had a significant unavoidable impact on historic structures.
SF52	70	<u>Osher Center for Integrated Medicine EIR Mitigation Measure 4.1-1:</u> Implement specified measures to mitigate the demolition of 1545 Divisadero Street.	Completed prior to reporting year	Completed. Historic American Building Survey completed in 2006 for \$17,300. Interpretation element to be included in project construction.
SF53	71	<u>654 Minnesota Street Renovation for Administrative Offices and Data Center Mitigated Negative Declaration Mitigation Measure 1:</u> Minimize light and glare from development through use of primary facade materials with low-glare potential and possibly landscaping. Design standards and guidelines to minimize light and glare would be followed as specified.	Completed prior to reporting year	Addressed during design. Design and construction of 654 Minnesota Street renovation limited light and glare impacts.
SF54	72	<u>654 Minnesota Street Renovation for Administrative Offices and Data Center Mitigated Negative Declaration Mitigation Measure 2:</u> Construction plans would include specifications for placing and directing any construction area or flood lighting to minimize potential disturbances to adjacent residents and businesses.	Completed prior to reporting year	Addressed during construction. Construction of 654 Minnesota Street renovation included Mitigation Measure 2 to limit light and glare impacts.
SF55	73	<u>654 Minnesota Street Renovation for Administrative Offices and Data Center Mitigated Negative Declaration Mitigation Measure 3:</u> Include appropriate dust control requirements in all construction and demolition contracts.	Completed prior to reporting year	Addressed in construction contracts. Construction of 654 Minnesota Street renovation included Mitigation Measure 3 to limit air emissions impacts.
SF56	74	<u>654 Minnesota Street Renovation for Administrative Offices and Data Center Mitigated Negative Declaration Mitigation Measure 4:</u> Implement measures for safe handling and proper disposal of PCBs prior to construction as specified.	Completed prior to reporting year	Mitigation complete. Construction of 654 Minnesota Street renovation included Mitigation Measure 4 to limit exposure to building contaminants
SF57	75	<u>654 Minnesota Street Renovation for Administrative Offices and Data Center Mitigated Negative Declaration Mitigation Measure 5:</u> UCSF would prepare a construction Storm Water Pollution Prevention Plan that includes Best Management Practices as specified.	Completed prior to reporting year	Addressed during construction. Construction of 654 Minnesota Street renovation included Mitigation Measure 5 to limit water quality impacts.

ID#	#	Commitment (Summary)	Triggered?	Status
<b><u>Table 1: Status of UC SANTA BARBARA Commitments to Mitigate Off-Campus Impacts 2009-10</u></b>				
SB1	1	1990 UCSB LRDp EIR Mitigation Measure #4.16-2 (regarding transportation)	Yes	Payments were made by campus to escrow account in FY's 1992-2005. Phase 1 construction cost savings of \$1.364 million was paid to County for Phase 2 project in June 2008, just prior to the 2009-10 reporting year. A remaining balance of \$105,561 is in escrow account available for traffic improvements to be agreed upon by County and University (as of 8/31/2010). No payments were made during the 2009-10 reporting year.
SB2	2	1990 UCSB LRDp EIR Mitigation Measure #4.16-3 (regarding transportation)	Yes	See SB1.
SB3	3	1990 UCSB LRDp EIR Mitigation Measure #4.16-4 (regarding transportation)	Yes	See SB1.
SB4	4	1990 UCSB LRDp EIR Mitigation Measure #4.16-5 (regarding transportation)	Yes	See SB1.
SB5	5	1990 UCSB LRDp EIR Mitigation Measure #4.16-6 (regarding transportation)	Yes	See SB1.
SB6	6	1990 UCSB LRDp EIR Mitigation Measure #4.16-7 Transportation Demand Management	Yes	The campus spent \$1,453,414 on TDM in 2009-10.
SB7	7	1990 UCSB LRDp EIR Mitigation Measure #4.16-8 (regarding transportation)	Yes	See SB1.
SB8	8	1990 UCSB LRDp EIR Mitigation Measure #4.16-9 (regarding transportation)	Yes	See SB1.
SB9	9	1990 UCSB LRDp EIR Mitigation Measure #4.16-10 (regarding transportation)	Yes	See SB1.
SB10	10	1990 UCSB LRDp EIR Mitigation Measure #4.16-11 (regarding transportation)	Yes	See SB1.
SB11	11	1990 UCSB LRDp EIR Mitigation Measure #4.16-12 (regarding transportation)	Yes	See SB1.
SB12	12	1990 UCSB LRDp EIR Mitigation Measure #4.16-13 (regarding transportation)	Yes	See SB1.
SB13	13	1990 UCSB LRDp EIR Mitigation Measure #4.16-14 (regarding transportation)	Yes	See SB1.
SB14	14	1990 UCSB LRDp EIR Mitigation Measure #4.16-15 (regarding transportation)	Yes	See SB1.
SB15	15	1990 UCSB LRDp EIR Mitigation Measures#4.16-16 (regarding transportation)	Yes	See SB1.
SB16	16	1990 UCSB LRDp EIR Mitigation Measure #4.16-17 (regarding transportation)	Yes	See SB1.
SB17	17	1990 UCSB LRDp EIR Mitigation Measure #4.16-18 (regarding transportation)	Yes	See SB1.
SB18B	18	Voluntary Agreement: The County constructed a new Isla Vista Foot Patrol facility on University-owned land in Isla Vista, and campus foregoes ground lease revenue.	Yes	Campus forgoes ground lease revenue estimated at \$35,000/year.
SB18C	19	Voluntary Agreement: The campus provides \$42,000 annually to the County for operation and maintenance of the IVFP facility.	Yes	The first \$42,000 payment was due to the County on 8/10/08 (during previous reporting year 2008-09). The campus withheld payment until Nov 2009, after the County paid the campus a \$83,000 reimbursement it owed the campus Design & Construction unit for building review and inspections and related costs. The campus made two \$42,000 payments (\$84,000 total) during the reporting year 2009-10 in Nov 2009: one covering 8/11/2008 to 8/10/2009 and the other covering 8/11/2009 to 8/10/2010.

## APPENDIX

Budget and Capital Resources

March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
SB18D	20	<u>1990 UCSB LRDp EIR Mitigation Measure #4.12-3</u> - The County and UCSB should increase Isla Vista Foot Patrol law enforcement services as necessary to maintain existing levels of service.	Yes	Santa Barbara County Sheriff Dept. receives UCSB Police staff time and other assistance for the joint Isla Vista Foot Patrol at no cost to Santa Barbara County (see also SB18A, SB18B, and SB18C). The Santa Barbara campus assigns 7 FTE from the Police Department to the County Sheriff's Isla Vista Foot Patrol, at a current annual cost of approximately \$650,000.
SB19	21	<u>North Campus and West Campus LRDp EIR Mitigation Measure #4.12-1(a)</u> - Improvements to El Colegio Road within the County of Santa Barbara, as specified.	Yes	See SB22.
SB20	22	<u>North Campus and West Campus LRDp EIR Mitigation Measure #4.12-1(b)</u> - Improvements to Storke Road within the City of Goleta and the County of Santa Barbara, as specified.	Yes	See SB22.
SB21	23	<u>North Campus and West Campus LRDp EIR Mitigation Measure #4.12-1(c)</u> - Improvements to the Storke Road/Hollister Avenue intersection within the City of Goleta, as specified.	Yes	See SB22.
SB22	24	<u>North Campus and West Campus LRDp EIR Mitigation Measure #4.12-1(d)</u> - UCSB to pay "fair share" of improvements to Storke Road and the Storke Road/Hollister Avenue intersection within the City of Goleta and the County of Santa Barbara. Through Cooperative Agreement with City of Goleta and County of Santa Barbara, and Agreement Regarding Improvements to El Colegio Road with County, UCSB committed \$1.1 million to City of Goleta plus \$800,000 to County as mitigation of traffic impacts associated with the development of 172 units of faculty for-sale housing and 151 rental units.	Yes	UCSB made \$800,000 County traffic mitigation payment in August 2007 by depositing funds into University El Colegio Road Widening Phase 1 project account (per agreement, this payment was to be made as North Campus Faculty Housing units were constructed/occupied, but funds were provided in advance so that this road project could be completed in advance; Phase 1 of road project is now complete; Phase 1 construction cost savings of \$1.364 million was paid to County for Phase 2 project during the 2009-10 reporting year). This fulfills the commitment to the County. \$1.1 million is still committed to City of Goleta for various road and intersection improvements (payments will be made as North Campus Faculty Housing units are constructed and either occupied or sold). The first phase of 22 units of housing (of 323 total) is now under construction due for completion and sale by June 2011.
SB23	25	<u>North Campus and West Campus LRDp EIR Mitigation Measure #4.12-6</u> - Maintain an unobstructed lane in both directions on all campus and public roadways (during construction). Specified traffic controls as needed.	Yes	Implemented during construction.
SB24	26	<u>San Clemente Graduate Student Housing EIR Mitigation Measure UCSB TRF-1c</u> - UCSB to pay fair share of specified roadway improvements to Santa Barbara County and City of Goleta.	Yes	The University spent \$4,207,000 in June 2008 to widen El Colegio Road. El Colegio Road widening project (Phase 1 - from campus west entrance to Los Carneros Road intersection) was completed by campus in 2009-10 reporting year.
SB25	27	<u>San Clemente Graduate Student Housing EIR Mitigation Measure UCSB TRF-2b</u> - UCSB shall participate in the "fair-share" funding of Storke Road improvements through the payment of appropriate traffic fees as agreed upon with the City of Goleta and the County of Santa Barbara. The proposed roadway improvements would increase the capacity of the roadway segment and would reduce the impacts of the San Clemente Graduate Student Housing project to a less than significant level.	Yes	See SB24.
SB26	28	<u>San Clemente Graduate Student Housing EIR Mitigation Measure UCSB TRF-3b</u> - UCSB to pay fair share of specified roadway improvements to Santa Barbara County.	Yes	See SB24.
SB27	29	<u>San Clemente Graduate Student Housing EIR Mitigation Measure UCSB TRF-7a-2</u> - UCSB to pay fair share of specified roadway improvements to City of Goleta.	Yes	See SB24.
SB28	30	<u>San Clemente Graduate Student Housing EIR Mitigation Measure UCSB TRF-7b-2</u> - UCSB to pay fair share of specified roadway improvements to City of Goleta.	Yes	See SB24.

## APPENDIX

Budget and Capital Resources  
March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
SB29	31	<u>San Clemente Graduate Student Housing EIR Mitigation Measure</u> <u>UCSB/Goleta TRF-7c</u> - Specified roadway improvements to be constructed cooperatively by the County of Santa Barbara and UCSB adjacent.	Yes	See SB24.
SB30	32	<u>San Clemente Graduate Student Housing EIR Mitigation Measure</u> <u>UCSB TRF-7d-2</u> - UCSB to pay fair share of specified roadway improvements to City of Goleta.	Yes	See SB24.
SB31	33	<u>Education and Social Science Building EIR Mitigation Measure</u> <u>TRF-1</u> - UCSB to pay fair share of specified roadway improvements to County of Santa Barbara.	Yes	See SB24.
SB32	34	<u>Education and Social Science Building EIR Mitigation Measure</u> <u>TRF-2</u> - UCSB to pay fair share of specified roadway improvements to County of Santa Barbara.	Yes	See SB24.
SB33	35	<u>Voluntary Agreement - County of Santa Barbara Fire Dept.</u> - County operates a fire station out of the campus public safety building (which also houses campus Police Dept, campus Paramedic/Rescue, and campus Communications; the campus foregoes any ground lease revenue.)	Yes	Campus forgoes ground lease income roughly estimated at \$175,608 annually (based on \$2 per square foot per month for a full service lease [i.e. covering utilities and maintenance] for 7,317 assignable square feet.)
SB18A	36	<u>Voluntary Agreement:</u> The campus paid the cost of leased space in Isla Vista to house the Foot Patrol.	Completed Prior to Reporting Year	The campus paid the cost of leased space in Isla Vista to house the Foot Patrol. The IVFP no longer operates from leased space; it has moved into a new building. All lease payments were completed prior to the 2009-10 reporting year.
SB34	37	<u>Voluntary contributions to Isla Vista Community</u>	Completed Prior to Reporting Year	Previous contributions to Isla Vista Community groups (2004/5) total \$894,464 for Direct Services and programs, Direct Contribution, Capital Improvements, Grants, Planning, Associated Students contributions and Other, although recent state budget reductions have substantially reduced the capability of Campus to maintain this level of funding. Both funding level and the capability to accurately research and report on the funding level are now greatly diminished.

ID#	#	Commitment (Summary)	Triggered?	Status
<b>Table 1: Status of UC SANTA CRUZ Commitments to Mitigate Off-Campus Impacts 2009-10</b>				
SC53	1	2005 LRDPEIR Mitigation AIR-2A and AIR-2C: Incorporate measure in project design to minimize air pollutant emissions from space and water heating, and install VOC and NOx controls on the new gas turbines.	Yes	2009-10: No projects to which these mitigations apply were approved during the reporting year. New gas turbines have not been designed or installed. Design measures have been incorporated into the design of Biomedical Sciences Facility (2006-07 approval), Porter College House A and B projects (2008-09 approval), and the East Campus Infill (2008-09 approval) student housing projects. None of these projects required gas turbines,
SC54	2	2005 LRDPEIR Mitigation HAZ-2: The Campus will enhance its hazardous waste minimization program by (1) monitoring chemical purchases and use; and (2) maintaining a hazardous waste website to provide campus waste generators with the latest information on hazardous waste requirements; recycling, treatment, and disposal options; and waste minimization techniques.	Yes	Campus tracks hazardous waste generation and maintains hazardous waste website.
SC56	3	<u>2005 LRDPEIR Mitigations HYD-3C and HYD-3D:</u> Campus development projects to include design measures to limit increases in peak flow rate and volume of storm water runoff.	Yes	Consultant selection criteria in RFP/RFQs include ability to design projects with Low Impact Design. Executive Design Professional Agreement and Professional Services Agreement require design consultant to provide the Low Impact Design (LID) checklist. No projects to which LID checklist is applicable were approved in 2009-10.
SC57	4	<u>2005 LRDPEIR Mitigations HYD-5A, 5B and 5C:</u> Requires dye tracing or other hydrogeological studies if compaction grouting is anticipated where groundwater has been encountered during geotechnical investigations; and monitoring of flow at springs in campus vicinity if campus groundwater well is used.	Yes	Campus has not begun to use campus groundwater well. However, procedures relative to compaction grouting have been applied to Biomedical Sciences Facility and Cowell Health Center Expansion.
SC58	5	<u>2005 LRDPEIR Mitigation NOIS-2:</u> Campus Standards shall be amended to include a requirement to be imposed on all campus contracts that only City-designated truck routes shall be used for contractor truck trips accessing the campus.	Yes	Campus is working on a revision of the Division 1 construction specification template, which will include this requirement. Currently, each project manager is individually adding the applicable mitigation measures to Division 1 construction specifications.
SC59	6	<u>2005 LRDPEIR Mitigation POP-3A:</u> The Campus will continue to monitor demand for student housing on an annual basis, and will ensure that a sufficient number of students beds are available on campus, through a combination of new housing construction and temporary modification of existing housing space ("overflow housing"), to accommodate at least 50 percent of undergraduate student enrollment and 25 percent of graduate student enrollment, as demand dictates.	Yes	This mitigation is superseded by 2008 Settlement Agreement Section 2.1 a-b (SC125). Goal was met in 2009-10.
SC61	7	<u>2005 LRDPEIR Mitigation POP-3C:</u> The Campus will consult with the City and County of Santa Cruz on data needs and potential future joint projects and, within one year following approval of the 2005 LRDPEIR, the Campus will fund and carry out a market analysis of the local housing market, including demand for housing by housing type and other demand factors, costs, vacancy, and occupancy rates, to provide data to assist the City in its planning activities related to housing needs, to assist the Campus in planning Campus housing, and to assist in the planning of potential joint projects. The Campus will update this study at no greater than five-year intervals.	Yes	Report completed in 2008, cost included under POP-3B. Update will be prepared in 2013.
SC63	8	<u>2005 LRDPEIR Mitigation REC-4:</u> The Campus will continue to make campus recreational facilities available to the public, and will provide casual recreation amenities, such as walking paths and picnic tables, that will be available for public use.	Yes	As under the 1988 LRDPEIR, campus continues to make facilities available.

ID#	#	Commitment (Summary)	Triggered?	Status
SC64	9	<u>2005 LRDp EIR Mitigation TRA-2A:</u> In addition to any project- level traffic analyses required by CEQA, UC Santa Cruz shall, at intervals of no more than three years or increments of no more than 1,000 students in enrollment growth (whichever occurs first), conduct traffic counts at the identified intersections to determine if the additional traffic generated by campus growth or a specific project would trigger the need for the specific intersection improvements listed in Table 4.14-18, or other improvements to achieve the City's level of service standards. If the analysis indicates that, with the traffic contribution of campus growth or of a specific proposed project, the levels of service would degrade to unacceptable levels, the Campus shall inform the City of this conclusion, and contribute its "fair share" (as defined below) of the cost of the needed improvements.	Yes	2009-10: UCSC conducted traffic counts in October 2009 and April 2010 at a cost of \$7,680. UCSC fair share payments are reported in SC142 and SC143. SC142 was completed in 2008, and SC143 payments will be made at time of Building C is occupied. Building C was not occupied in 2009-10, and no payment is required.
SC65	10	<u>2005 LRDp EIR Mitigation TRA-2B:</u> UC Santa Cruz shall continue to implement and will expand its existing Transportation Demand Management programs with the objectives of increasing sustainable transportation modes (use of modes other than single-occupant vehicles) above 55 percent during the planning horizon of the 2005 LRDp and reducing peak hour traffic volumes. Potential measures that the Campus will consider for achieving this objective are listed in Table 4.14-19.	Yes	Total campus TDM expenditure in 2009-10 was \$6,295,924, including payments to SCMTD totaling \$3,009,148. Bike lane improvements were made along lower Heller Drive and Chinquapin Drive in Summer 2009. The Commuter Vanpool program operated on 22 routes and served 245 participants. The Zipcar carsharing program grew in popularity and utilization. Zimride, a Facebook-based ridesharing application, had a "soft launch" in Spring 2009 and grew during the 2009-10 academic year.
SC66	11	<u>2005 LRDp EIR Mitigation TRA-4B:</u> Based on results of LRDp Mitigation TRA-4A, the Campus shall improve the operational efficiency and capacity of the campus transit system as needed to maintain transit cycle time, and shall work with SCMTD and other agencies to maintain and improve efficiency and capacity of the public transit system serving University facilities.	Yes	More than half the Campus Transit vehicle fleet was replaced during 2009-10 with newer, more fuel-efficient higher-capacity buses—including ten 40' transit buses. Campus continues to work with SCMTD to provide supplemental transit services on impacted routes. Minor route reschedulings were designed and implemented cooperatively to improve scheduling and increase ridership throughout 2009-10. During Spring 2010 TAPS conducted a pilot "Traffic Control Program" at six on-campus locations to improve pedestrian safety and reduce on-campus transit travel times, and is planning continuation of a revised pilot program during Fall 2010.
SC67	12	<u>2005 LRDp EIR Mitigations TRA-5A through -5C:</u> The Campus shall improve parking management for special events, provide on-line parking permit sales and way-finding information for visitors, and will continue to promote use of the on-line Campus Events Calendar System to improve coordination between Campus units, and to coordinate traffic and parking management for traffic producing events.	Yes	2009-10: TAPS continued to enhance event parking management through installation of four new parking pay-stations and acquisition of improved radio capacity for Events field staff. Visitor wayfinding enhancements are in development, including updated street name information for use by Google Maps and other GPS applications. UCSC's Events Parking management program cost \$192,245 in 2009-10.
SC69	13	<u>2005 LRDp EIR Mitigation UTIL-9A:</u> The Campus shall continue to implement and improve all current water conservation strategies to reduce demand for water.	Yes	Campus continues to implement these existing practices (leak detection program, water, water-efficient washing machines in student housing).
SC70	14	<u>2005 LRDp EIR Mitigation UTIL-9B:</u> As new technologies become available, the Campus shall continue to conduct pilot programs for high-efficiency plumbing fixtures including, but not limited to, dual-flush toilets. If a piloted technology proves to be successful (i.e., the high-efficiency fixtures are effective in water savings and do not require more frequent or expensive maintenance than the existing standard), the Campus shall revise its standards to require use of the fixtures in all new buildings.	Yes	Campus has tested waterless and 1/8 gpf urinals, dual-flush flush valves, 1.28-gpf tank-type toilets, 0.5-gpm faucet aerators, and 1.5 gpm showers, and has adopted all but the waterless urinals. These fixtures are included in current projects.
SC71	15	<u>2005 LRDp EIR Mitigation UTIL-9C:</u> Within one year following approval of the 2005 LRDp, the Campus shall implement a water conservation education program for campus residents.	Yes	In 2009-10, Colleges and University Housing provided educational materials to residents including posters, table-tents, flyers and cling-on conservation reminders in bathrooms. Colleges and University Housing has also held conservation tabling events at colleges and all-campus recreational events, and at new-student orientations.

## APPENDIX

Budget and Capital Resources  
March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
SC73	16	<u>2005 LRDp EIR Mitigation UTIL-9E:</u> The Campus shall begin implementation of the top priority recommendations of the water audit conducted under UTIL-9D within one year of completion of the audit and complete implementation of the top priority recommendations within five years after completing the audit.	Yes	Campus completed several of the recommended measures in 2008-09, continued to work on the remaining recommendations in 2009-10, and is on schedule for completing all the measures by 2012-2013.
SC78	17	<u>2005 LRDp EIR Mitigation REC-2C:</u> To discourage the illegal use of bicycles on trails in Pogonip City Park, the Campus shall: (1) install signage on campus property near entrances to the park indicating that trail users are leaving University property and that bicycles are prohibited on some trails in the park; (2) maintain fencing and signage on University property at the Coolidge Drive lookout as needed to discourage unauthorized access into the park from the University; (3) work with campus and other local outdoor recreation groups to undertake measures to regularly inform and educate students, faculty and staff about caretaking of the regional trail system and regional open spaces; and (4) revise campus bicycle maps to explicitly identify the park boundary and Pogonip City Park rules regarding bicycle use.	Yes	Signs were first installed in 2007 and additional signs were installed in 2008-09. The signs are inspected and repaired twice a year. 2009-10: UCSC / Pogonip fence and signs were inspected twice per year (October 09 and March 10). Repairs were made as needed. The Bike Plan was approved in December 2008, with map revisions being implemented for the next printing. The Upper Campus trail map was revised in April 2010.
SC79	18	<u>2300 Delaware EIR - LRDp Mitigations Haz-2</u> Implement LRDp Mitigations HAZ-2 (campus will enhance its waste minimization program) and Haz-11 (haz mat program implementation by non-UC entities).	Yes	Campus Environmental Health & Safety office is responsible for tracking hazardous waste generation and maintains hazardous waste website as specified in the mitigation. 2009-10: Only UC entities occupied 2300 Delaware and only for office use with minimal haz waste.
SC80	19	<u>2300 Delaware EIR Mitigation HYD-2:</u> The Campus shall limit application of pesticides, herbicides or chemical fertilizers used on the landscaping or exterior of the buildings on the 2300 Delaware Avenue property.	Yes	Only spot applications of chemicals have been made. Chemicals are applied in a manner to prevent migration off-site.
SC81	20	<u>2300 Delaware EIR Mitigation Rec-1A:</u> UC Santa Cruz shall provide trash and litter collection services for containers along the east side of Antonelli Pond.	Yes	The 2300 Delaware project was approved in February 2007. Grounds Services collects trash and litter on the east side of Antonelli Pond at an annual cost of approximately \$1,518.
SC82	21	<u>2300 Delaware EIR Mitigation REC-1B:</u> UC Santa Cruz shall consult with the Land Trust of Santa Cruz County and the City of Santa Cruz regarding the Campus's fair share contribution (as defined in Section 4.14, Volume II of this EIR) toward providing and maintaining picnic and trail facilities at Antonelli Pond.	Yes	Campus staff has consulted with Land Trust staff, who agreed that fair share contribution is currently provided through UCSC litter collection and vegetation maintenance on the east side of the pond, and that a direct payment is not required at this time.
SC84	22	<u>2300 Delaware EIR Mitigation TRA-2:</u> Implement Parking Management and Transportation Demand Management measures as specified.	Yes	Parking utilization surveys and traffic volume counts were conducted in Spring 2010. Cost of these studies is estimated at approximately \$2,500. [This is in addition \$6.296 million Total TDM in 2009-10.]
SC85	23	<u>2300 Delaware EIR Mitigation TRA-3:</u> The University shall implement, or coordinate with SCMTD to implement a transit route or route that adequately serves the project site.	Yes	SCMTD continued to provide supplemental Route 20 buses via the UCSC service agreement during 2009-10. UC paid \$8,919 in FY09-10. [Note: this is included in the SCMTD payment of \$3,009,148 listed in SC65]
SC91	24	<u>Coastal LRDp EIR Mitigation Measure 4.16-1a and b</u> UCSC will implement water conservation measures including drought restrictions.	Yes	Water use reductions at the Marine Science Campus during drought are addressed by the 2008 Comprehensive Settlement Agreement, Section 3.2b. Reported under SC 137. City implemented Stage 2 water restrictions (15% reduction in use) for May-Oct 2009. UCSC reduced use by 27% in May-June 2009. Water use reductions were not required in 2010.
SC96	25	<u>2005 LRDp EIR Mitigation TRA-4A:</u> UC Santa Cruz shall monitor campus and Metro transit service and other alternative modes of transportation on an annual basis, to assess the need for improvements in campus circulation to accommodate changes in campus-related circulation demands.	Yes	TAPS conducted cordon-count based Mode Split Studies in April 2010 indicating that nearly 62% of person-trips through the campus entrances relied on alternative modes. Weekday ADTs measured at the same time decreased approximately 3% from 08-09.
SC119	26	<u>2008 Comprehensive Settlement Agreement Section 1.1.</u> Three-quarter average undergraduate (on-campus) FTE not to exceed 17,500.	Yes	2009-10 three-quarter average undergraduate 14,619 (on-campus).

## APPENDIX

Budget and Capital Resources  
March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
SC120	27	<u>2008 Comprehensive Settlement Agreement Section 1.2a.</u> Initiate planning for on-campus housing on west side of campus.	Yes	Planning was initiated in March 2009.
SC125	28	<u>2008 Comprehensive Settlement Agreement Section 2.1.a-b.</u> Housing capacity requirement (50% of enrollment up 15,000 (7,150) + 67% over 15,000 students); requirement suspended under certain circumstances. Replaces LRDPA Mitigation POP-3A unless campus is unable to develop in north campus area due to LAFCO denial or legal decision reversing LAFCO approval.	Yes	7,654 beds provided in 2009-10 which exceeded commitment.
SC128	29	<u>2008 Comprehensive Settlement Agreement Section 2.4.</u> New off-campus housing (baseline is existing UCSC Inn and UTC) not to exceed 225 except under following conditions: excess may not be used to meet on-campus capacity commitment (Section 2.1), project must be consistent with City zoning, UCSC must obtain concurrence of City, and UCSC must arrange for alternative transportation to campus if necessary.	Yes	Commitment was met in 2009-10. Campus did not add new off-campus housing.
SC133	30	<u>2008 Comprehensive Settlement Agreement Section 2.8.</u> Apply to LAFCO for north campus development.	Yes	LAFCO application submitted in October 2008. Campus has agreed to pay half of the City's cost related to the application. Campus made an initial payment of \$38,545 in January 2010 to cover part of the cost of the City's Draft Sphere of Influence EIR. Additional payments will be made in 2010-11 to cover the remainder of UCSC's share.
SC137	31	<u>2008 Comprehensive Settlement Agreement Section 3.2b.</u> Comply with any service area-wide water restrictions or mandatory use curtailment imposed by City in water shortage emergency.	Yes	City implemented Stage 2 water restrictions (15% reduction in use) for May-Oct 2009. UCSC reduced use by 27% in May-June 2009 (the reduction for May-Oct. 2009 was 28%). Water use reductions were not required in 2010.
SC140	32	<u>2008 Comprehensive Settlement Agreement Section 3.5.</u> Annual meeting to review City's plan for implementing additional water supply projects.	Yes	First meeting was held in Nov. 2009.
SC141	33	<u>2008 Comprehensive Settlement Agreement Section 4.1a-e.</u> ADT to main campus not to exceed 28,700 ADT except under certain conditions. Monitor compliance through 2 weeks of traffic counts at two campus entrances, in Fall & Spring. Max ADT increased by 1,300 if UCSC is prohibited from developing north campus. Limit does not apply while housing or ADT-reducing project is delayed by legal action or agency inaction (notification required per 4.1f). See Agreement for details.	Yes	Weekday school-term ADT in 2009-10 averaged 22,136 through the two campus entrances, which is within settlement commitment.
SC145	34	<u>2008 Comprehensive Settlement Agreement Section 4.6a.</u> Continue to work cooperatively with BRT Task Force members on BRT and other alternative transit systems, fund current BRT study to be complete Fall 2008, include UCSC share of on-campus transit hub costs and related BRT improvements when calculating total share/match for the FTA "Very Small Starts" application.	Yes	Final draft of report was completed in May 2009 and provided for review by Task Force. However, SCMTD budget constraints focused attention on transit service reductions approved for implementation in Fall 2010, postponing consideration of the BRT report.
SC146	35	<u>2008 Comprehensive Settlement Agreement Section 4.6b.</u> Work with City to mitigate existing and future peak hour traffic demand from UCSC facilities, including signal synchronization studies and implementation.	Yes	TDM measures (see 2005 LRDPA EIR Mitigation TRA-2, SC65).
SC148	36	<u>2008 Comprehensive Settlement Agreement Section 4.6d.</u> Continue to implement and expand existing TDM programs with objective of increasing sustainable transportation modes above 55%.	Yes	In Spring 2010, 62% of passenger-trips to campus were made using alternatives to single occupant vehicle. Ongoing.

## APPENDIX

Budget and Capital Resources  
March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
SC149	37	<u>2008 Comprehensive Settlement Agreement Section 4.7.</u> Update UCSC's trip generation rates and distribution every three years. Conduct traffic counts at intervals of no more than three years or increments of no more than 1,000 students.	Yes	Campus did turning movement counts (November 2007) and provided to the City. Future counts to be made every three years or at increments of 1,000 students, whichever comes first. Turning movement counts planned for Fall 2010.
SC153	38	<u>2008 Comprehensive Settlement Agreement Section 4.10.</u> Pay 100% of cost of Heller/Empire Grade Intersection Improvements.	Yes	Campus obtained a grant of \$359,325 to cover most of the cost of the project; TAPS funded the remainder of the cost, \$39,925. (Total project cost was \$399,250.) Construction is underway Summer 2010.
SC159	39	<u>2008 Comprehensive Settlement Agreement Section 6.1e.</u> Fair share of sewer line and wastewater treatment plant upgrades (UAMs 5&6). Commitment to implement UAMs 5 and 6 will be satisfied by payment by UCSC of its share based on final cost estimates to be provided by City.	Yes	2009-10: UC paid City of Santa Cruz \$871,955 in two installments, which completes this commitment.
SC162	40	<u>2008 Comprehensive Settlement Agreement Section 8.2.</u> For contracts over \$5 million, request contractors to allocate local sales/use tax to local jurisdiction. Annually invite City and its consultant(s) to provide materials for linking from a UCSC website for contractors regarding allocation of local sales and use tax.	Yes	UCSC and City of Santa Cruz are discussing mechanism for implementation.
SC164	41	<u>2008 Comprehensive Settlement Agreement Section 8.4.</u> Discuss with City the collection and payment by UCSC of TOT and admissions tax on UCSC-sponsored events.	Yes	Campus initiated discussion in 2008-09 and, in 2009-10, discussed implementation with City.
SC165	42	<u>2008 Comprehensive Settlement Agreement Section 8.5.</u> Meet with City on a regular basis to explore opportunities for cooperation.	Yes	Monthly meetings were held by representatives of the Campus and the City in 2008-09 and 2009-10.
SC42	43	<u>UC MBEST Master Plan - City of Marina, EA/EIR for Marina Municipal Airport Project.</u> University implements the intent and requirements of the City of Marina Trip Reduction Ordinance when exercising its land use, permitting, and environmental review authority over University projects.	Yes	MBEST headquarters building project provided facilities to facilitate use of alternative modes of transportation. No other projects to which this applies have been constructed.
SC43	44	<u>UC MBEST Master Plan - City of Marina, EA/EIR for Marina Municipal Airport Project.</u> Design, construction, and maintenance of hydrologic features as specified to reduce surface runoff and promote infiltration.	Yes	Implemented by MBEST Headquarters Building Project. No other projects to which this applies have been constructed.
SC44	45	<u>UC MBEST Master Plan - City of Marina, EA/EIR for Marina Municipal Airport Project.</u> Various design, operational and construction requirements to prevent discharge of pollutants.	Yes	Implemented by MBEST Headquarters Building Project during construction in 2000. No other projects to which this applies have been constructed.
SC47	46	<u>UC MBEST Master Plan - City of Marina, EA/EIR for Marina Municipal Airport Project.</u> UC will review all lighting plans for development as specified.	Yes	Implemented by MBEST Headquarters Building Project. No other projects to which this applies have been constructed.
SC99	47	<u>Govt Code 54999 or User Fees -MBEST</u> Annual payments to Salinas Rural Fire Department for fire protection service.	Yes	\$696 paid in 2009-10 for MBEST and \$504/year for Ft. Ord Natural Reserve (\$1,200 total).
SC100	48	<u>Govt Code 54999 or User Fees - Main campus.</u> Campus pays standard water rates for delivery of water to campus, including ready-to-serve charges, water consumption and elevation surcharge. City uses a portion of water rates to pay for capital improvements to the system as a whole.	Yes	UC paid \$960,135 for water service in the 2009-10 reporting year. The portion of the payments that go to expanding system capacity is not known.
SC102	49	<u>Voluntary Agreement - Climate Action Compact Agreement</u> Cooperation with city, county, UCSC.	Yes	Plans are underway for a Fall 2010 report to the community on the Climate Action Compact results from the campus, city and county. The campus was awarded the 2010 Acterra Bay Area Business Environment Award in recognition of the collaboration with local community.
SC103	50	<u>Voluntary Agreement - Overtime funds for noise ordinance enforcement.</u>	Yes	The program was suspended in 2009-2010 due to personnel shortage at SCPD but City and campus are in discussions to resume it for Fall 2010 for \$25,000.

## APPENDIX

Budget and Capital Resources  
March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
SC104	51	<u>Voluntary Agreement</u> - Start up costs and annual technical support for joint ticket office	Yes	MOU with City Parks and Recreation Dept. UC paid City of Santa Cruz \$278,00 in 2009-10.
SC110	52	<u>Voluntary Agreement</u> - Student Affairs, Health Center: Party small campaigns, Knock & Talk, Increased enforcement of DUI, etc	Yes	Campus continues to implement this program.
SC113	53	<u>Voluntary Agreement</u> - Chancellor's office: 2 students annually funded by SA and BAS	Yes	Students work with city council and neighborhood groups on off campus issues related to housing, traffic and water. \$17,622 spent in 2009-10 reporting year.
SC114	54	<u>Voluntary Agreement</u> - Community Relations: Sponsor dinners, forums etc	Yes	\$3,000 paid to Community Based Organizations in reporting year, for a total of \$144,646 since 1989.
SC115	55	<u>Other Commitment</u> - Improvements to enhance public coastal access, including public trails, overlooks and public coastal access parking. Schedule for improvements is included in Coastal LRDP and is tied to specific development.	Yes	Overlooks to be completed by Jan 2009 were delayed due to budget cuts. Overlooks were in design in 2009-10 and are scheduled for completion in summer 2011.
SC117	56	<u>UC MBEST Master Plan</u> - City of Marina, EA/EIR for Marina Municipal Airport Project. University will comply with applicable local, state and federal guidelines for the use, storage, and control of toxic air contaminants.	Yes	Implemented by MBEST Headquarters Building Project. No other projects to which this applies have been constructed.
SC166	57	<u>Other Commitment</u> - Pilot Project on Innovation and Entrepreneurship (PPIE and business plan competition) - Contribution to city for initial project at city-owned facility downtown.	Yes	\$10,000 paid to City of Santa Cruz March 2010.
SC167	58	<u>Other Commitment</u> - Amgen Tour of California - In-kind contribution to city for assistance with race--city was host city.	Yes	UCSC paid \$2,017 to City of Santa Cruz in February 2010. In addition to the payments to the City, UCSC staff and students contributed time.
SC168	59	<u>Other Commitment</u> - UCSC Inn--Transient Occupancy Tax - Hotels are required by law to pay this tax for any guest who stays less than 30 days at their facility. [See also SC107; in this FY 2009-08 report commitments related to UCSC Inn are reported in two separate rows: SC107 and SC168.]	Yes	\$97,401 paid to City of Santa Cruz in 2009-10 reporting period. UCSC pays this tax for guests at the UCSC Inn who stay less than 30 days. (\$749,414 paid 2001 through June 2009).
SC169	60	<u>Gov't Code</u> - One-time financial contribution to the upgrade of a sewer pump station, under the terms of a 1999 agreement between University and City of Santa Cruz regarding provision of sewer service to Long Marine Lab.	Yes	UCSC paid \$124,563 to the City of Santa Cruz in March 2010. This was a one-time financial contribution to the upgrade of a sewer pump station, under the terms of a 1999 agreement between University and City of Santa Cruz regarding provision of sewer service to Long Marine Lab.
SC55	61	<u>2005 LRDP EIR Mitigation HAZ-11</u> : Campus to require non-UC entities on campus to implement hazardous materials management programs that provide the same level of protection required of campus laboratories and departments.	No	No new non-UC entities using hazardous materials on campus since approval of 2005 LRDP.
SC62	62	<u>2005 LRDP EIR Mitigation REC-2A</u> : The Campus shall ensure that open space, tot lots, and similar facilities for use by families are included in all new family housing developments built on the campus under the 2005 LRDP.	No	No new family housing projects designed or constructed in reporting year.
SC68	63	<u>2005 LRDP EIR Mitigation TRA-6B</u> : UC Santa Cruz shall contribute its fair share of the local cost of the needed improvements as identified by the state at the five significantly affected freeway facilities based on the cost of the needed improvements less the value of any regional, state and federal funds to be provided for each improvement.	No	UCSC would contribute its share when impact occurs and this improvement has been programmed and approved by Caltrans. Impact occurrence is monitored pursuant to SC64.

ID#	#	Commitment (Summary)	Triggered?	Status
SC74	64	<u>2005 LRDp EIR Mitigation UTIL-9F:</u> The Campus shall, at five-year intervals during the term of the 2005 LRDp, revisit the results of the water audit conducted under LRDp Mitigation UTIL-9D, consult with the City of Santa Cruz Water Department, conduct round table discussions with representatives of relevant campus departments, and conduct additional study of new technologies as needed to identify additional feasible and effective water conservation measures for implementation on the campus during the subsequent five year period.	No	This mitigation will be implemented in 2012.
SC76	65	<u>2005 LRDp EIR Mitigation UTIL-9H:</u> Within five years following approval of the 2005 LRDp, the Campus shall complete the retrofit of all plumbing fixtures in student housing not meeting the efficiency standards current in 2005 (1.6 gallons per flush for toilets). The new fixtures installed under the retrofit program shall conform to the campus standard for new buildings current at the time of the retrofit.	No	Between 2007-2010, toilets were replaced in Stevenson and Porter Residence Halls. All Housing sink faucet aerators and showerheads replaced with ultra-low flow units in 2009.
SC77	66	<u>2005 LRDp EIR Mitigation UTIL-9I:</u> If and when the City implements drought emergency management measures, the University will reduce use of potable water for irrigation on the campus landscape, the CASFS and the Arboretum in accordance with reductions required by the City for similar users; utilize water from the existing supply well in Jordan Gulch for non-potable uses and implement a program of monitoring flow at downgradient springs during the time when the well is being used; and require that residential water use on campus be reduced consistent with the City's target for multifamily residential facilities.	No	The City is not implementing its water shortage contingency plan in 2010. City implemented Stage 2 (Shortage Warning) water restrictions effective May-Oct. 2009, with goal of reducing water by 15%. UCSC reduced water use by 27% in June 2009 compared with 2002-2007.
SC83	67	<u>2300 Delaware EIR Mitigation TRA -1A:</u> The campus shall contribute its fair share, as defined on p 3-36, Volume IV of the 2005 LRDp FEIR, toward the cost of installing a traffic signal at the intersection of Western Drive / Empire Grade Road and updating the signal timing at the intersections of Mission Street / Bay Street.	No	Pursuant to Section 4.4 of the 2008 Comprehensive Settlement Agreement the University has paid \$418,868 for Buildings A and B in 2008-09 (see SC143) and will make additional payments at the time Building C is occupied. Building C was not occupied in 2009-10.
SC86	68	<u>2300 Delaware EIR Mitigation UTIL-1B:</u> The Campus shall, in conjunction with the redevelopment of Building C, implement a program of landscape redesign and renewal at 2300 Delaware Avenue to reduce the area of turf and replace planting of drought-tolerant native plants, as feasible.	No	Landscape renewal and design in accordance with the plan that is under development would take place in conjunction with redevelopment of Building C, which has not yet commenced.
SC88	69	<u>Coastal LRDp EIR Mitigation Measure 4.2-1:</u> Install landscaped fence along property line along Younger Ranch property before groundbreaking of any Coastal LRDp project components.	No	2009-10: A portion of the fence was constructed during the reporting year, although the mitigation has not yet been triggered.
SC89	70	<u>Coastal LRDp EIR Mitigation Measure 4.15-1 through -6:</u> The University shall contribute its fair share (as defined in EIR) toward the cost of improvements to the intersection of Mission and Bay, Mission/Chestnut, High/Western, Empire Grade/Heller, SR 1/River.	No	No trip generating projects have been approved under the CLRDP. Formula for fair share payment has been negotiated with and agreed by City and UC in 2008 Comprehensive Settlement Agreement.
SC90	71	<u>Coastal LRDp EIR Mitigation Measure 4.15-2:</u> UCSC will contribute its fair share towards construction of a specified pedestrian path.	No	No projects that would increase pedestrian traffic have been approved under the CLRDP so impact has not yet occurred. The City has not designed the improvement or requested a contribution.

## APPENDIX

Budget and Capital Resources

March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
SC92	72	<u>Coastal LRDp EIR Mitigation Measure 4.16-1d:</u> The City can and should identify and develop new water supplies to reliably accommodate increases in water supply due to UCSC Marine Science Campus Coastal LRDp-related growth and other background growth during normal and drought conditions.	No	Under a 1997 agreement with the City, the University pays the equivalent of the standard system development fee. The University will pay the fees when flows through the existing connection increase.
SC95	73	<u>2005 LRDp EIR Mitigation REC-2D:</u> The Campus shall coordinate with the City of Santa Cruz's efforts in organizing an annual or semi-annual volunteer trail maintenance day, and shall assist in the recruitment of volunteers for these events from the UC Santa Cruz campus through campus advertising and education efforts.	No	2009-2010: City still does not have a regular volunteer recreational trail maintenance events, but the UCSC Grounds Stewardship Program partnered with the City of Santa Cruz on a volunteer workday May 8, 2010 to remove exotic invasive French Broom from Pogonip Park.
SC122	74	<u>2008 Comprehensive Settlement Agreement Section 1.3a:</u> No increase in total fall enrollment averaged over three years, with 2% margin of error, if housing capacity commitment (Section 2.1) is not met.	No	Housing capacity commitment met and enrollment commitment not triggered.
SC123	75	<u>2008 Comprehensive Settlement Agreement Section 1.3b:</u> No increase in total fall enrollment averaged over three years, with 2% margin of error, if campus water use increases during City water hookup moratorium (see Section 3.2a for details). Enrollment calculated per Section 1.5.	No	No City moratorium declared and commitment not triggered.
SC124	76	<u>2008 Comprehensive Settlement Agreement Section 1.4:</u> If traffic commitment under Section 4.1 is exceeded, reduce ADT by adjusting enrollment, adjusting campus workforce, or implement ADT-reducing measures (procedural requirements apply). If within	No	Traffic commitment not exceeded and Average Daily Trips (ADT) reduction not triggered.
SC126	77	<u>2008 Comprehensive Settlement Agreement Section 2.2:</u> Annually post on web: 5-year capital plan and status of construction and occupancy rates of student housing	No	First report was posted on schedule in Nov. 2009
SC127	78	<u>2008 Comprehensive Settlement Agreement Section 2.3:</u> Annual meeting to review UCSC, County and City housing plans and capacity for community workforce and campus affiliates	No	First annual meeting occurred in Nov. 2009.
SC129	79	<u>2008 Comprehensive Settlement Agreement Section 2.4b:</u> Pay into Housing Impact Fund if off-campus housing results in City tax revenue loss. Provide City with annual accounting of new off-campus beds.	No	Campus did not add new off-campus housing.
SC130	80	<u>2008 Comprehensive Settlement Agreement Section 2.5:</u> Consult with and notify City if UCSC intends to purchase property in the City.	No	No purchases in reporting year.
SC131	81	<u>2008 Comprehensive Settlement Agreement Section 2.6:</u> UCSC not to construct high-density housing in City unless consistent with City's zoning.	No	No high density housing in City proposed in reporting year.
SC132	82	<u>2008 Comprehensive Settlement Agreement Section 2.7b:</u> The parties will not oppose housing development west of Porter and UCSC will initiate this development prior to developing new bedspaces in the North Campus.	No	No development of new bedspaces in the North Campus.
SC134	83	<u>2008 Comprehensive Settlement Agreement Section 2.9:</u> Fund 50% of pilot program for two City Code enforcement positions, through 2013.	No	City enacted the a residential rental ordinance in Aug. 2010, so UCSC's commitment will be implemented in 2010-11, per Settlement Agreement Section 2.7(c).
SC135	84	<u>2008 Comprehensive Settlement Agreement Section 3.1a-d:</u> UCSC pay City's System Development Charges for every increment of 85,000 gallons of water over 206 MGy. Existing water service contracts remain in place.	No	Campus water use in 2009 was 151 mgy, which was less than baseline.

## APPENDIX

Budget and Capital Resources

March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
SC136	85	<u>2008 Comprehensive Settlement Agreement Section 3.2a.</u> No increase in campus water demand (other than housing projects under development) if City establishes a moratorium on new connections.	No	City has not established moratorium on new connections because of water shortage.
SC138	86	<u>2008 Comprehensive Settlement Agreement Section 3.3.</u> Implement all high-priority water audit recommendations within 5 years of the agreement.	No	Campus has begun 5-year program to implement the recommendations. All measures to be completed by Sept. 2013.
SC139	87	<u>2008 Comprehensive Settlement Agreement Section 3.4.</u> For infrastructure improvements not included in City's SDC program, contribute proportionate share of non-rate-funded costs according to 1998 cost-sharing agreement.	No	The conditions required to trigger this commitment have not occurred.
SC143	88	<u>2008 Comprehensive Settlement Agreement Section 4.4.</u> Make additional ADT payments for 2300 Delaware traffic calculated according to City's methodology.	No	UC paid \$418,868 on 9/24/2008. Payments were made for existing Buildings A&B; other payments will be made at time of Building C is occupied. Building C was not occupied in 2009-10.
SC144	89	<u>2008 Comprehensive Settlement Agreement Section 4.5.</u> Make additional ADT payments for Marine Science Campus at the time new development receives all required approvals.	No	Payment will be made upon approval for first new development at Marine Science Campus that increases ADT
SC147	90	<u>2008 Comprehensive Settlement Agreement Section 4.6c.</u> Continue to work with City and SCMTD to expand and enhance existing public transit service to UCSC facilities in advance of BRT process. See agreement for specific enhancements.	No	Measure will be implemented after City initiates project to enhance public transit to UCSC.
SC150	91	<u>2008 Comprehensive Settlement Agreement Section 4.7.</u> Work cooperatively with City to review, revise and maintain the City's traffic model following completion of City's General Plan update.	No	Commitment triggered by completion of City's General Plan update, which is in process.
SC151	92	<u>2008 Comprehensive Settlement Agreement Section 4.8.</u> Contribute up to \$50,000/year for pilot period of three years to cost of implementing an off-campus parking permit program.	No	Start date not specified. Would be implemented after City initiates parking permit program.
SC155	93	<u>2008 Comprehensive Settlement Agreement Section 4.12.</u> Pay 100% of cost of improvements to MSC entrance, and improvements to Shaffer Road on UCSC property. Collaborate with City on construction of emergency grade crossing over RR tracks.	No	No development since the agreement was made that would trigger this commitment.
SC156	94	<u>2008 Comprehensive Settlement Agreement Section 4.13.</u> Meet with City to identify transportation improvements not included in City's TIF program, or alt transportation solutions. See agreement for list of potential improvements. City and UCSC to contribute matching funds of \$500,000 each over 3 years. City will initiate projects and commission studies within one year.	No	City to initiate projects and commission studies within one year of Settlement Agreement. City has not yet identified any projects.
SC157	95	<u>2008 Comprehensive Settlement Agreement Section 4.14.</u> UCSC, City and CLUE make effort to plan and implement public transportation system. UCSC and City contribute \$50,000 each.	No	Planning meetings commenced in August 2009 and continued through June 2010. City staffing furloughs postponed hiring of consultant, thereby delaying need for contribution. Payment is not required at this stage.
SC158	96	<u>2008 Comprehensive Settlement Agreement Section 5.1.</u> Next major amendment to 2005 LRDP include alternatives analysis.	No	When major amendment to LRDP is proposed (e.g., 2020 LRDP).
SC161	97	<u>2008 Comprehensive Settlement Agreement Section 6.3.</u> Corp Yard not located in "Campus Support" area along Empire Grade. Additional CEQA review when bridge over Cave Gulch is proposed, consider limiting access to egress and emergency access only.	No	Bridge over Cave Gulch was not proposed.

## APPENDIX

Budget and Capital Resources  
March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
SC163	98	<u>2008 Comprehensive Settlement Agreement Section 8.3.</u> UCSC agrees not to renew UCSC Inn lease when it expires in 2011. UCSC does not intend to lease additional hotel bed space during the term of the 2005 LRDP. Should conditions change that intention, UCSC shall inform City and get consent prior to master lease of additional hotel space.	No	No additional hotel space leased.
SC45	99	<u>UC MBEST Master Plan - City of Marina, EA/EIR for Marina Municipal Airport Project.</u> Work with other jurisdictions in Monterey County to ensure that sufficient housing will be available to accommodate the housing needs expected to result from development of the UC MBEST Center.	No	This would be triggered when MBEST development results in new housing demand that would not be met by existing housing.
SC46	100	<u>UC MBEST Master Plan - City of Marina, EA/EIR for Marina Municipal Airport Project.</u> When specified conditions arise,	No	MBEST Headquarters Building did not trigger this mitigation, as school facilities were not nearing exhaustion. No other projects to which this applies have been constructed.
SC109	101	<u>Voluntary Agreement -</u> Campus agrees to direct private development at the MBEST Center to pay FORA development fees of approximately \$5,700/acre of new R&D development to pay for new infrastructure, fire protection and habitat management to mitigate base-wide development.	No	Payment would be made by private developers. No development proposed during reporting period.
SC116	102	<u>Other Commitment -</u> Improvements to Shaffer Road and to the intersection of Shaffer Road and Delaware Avenue. To be undertaken concurrent with any new building in the Upper Terrace development zone, and coordinated with City of Santa Cruz.	No	University has not undertaken any new building in the Upper Terrace Development Zone in the reporting year. (See also CSA commitment SC155.)
SC118	103	<u>UC MBEST Master Plan - City of Marina, EA/EIR for Marina Municipal Airport Project.</u> A service agreement between the City of Marina and UC is being considered in order to permit the City's Public Safety Department to provide police and fire protection to UC lands. Some combination of airport revenues, redevelopment revenues, and normal City tax revenues will be employed to provide police and fire protection within the overall project area.	No	MBEST Headquarters Building did not trigger this mitigation because expansion of police or fire staff, equipment or facilities will not be required to serve the project. Private tenants occupying the MBEST Headquarters Building are subject to taxation in accordance with state and federal law.
SC49	104	<u>2005 LRDP EIR Mitigation AIR-4A and 4B:</u> The Campus will work with AMBAG to ensure that campus growth associated with the 2005 LRDP is accounted for in the regional population forecasts and will work with MBUAPCD to ensure that the campus growth-related emissions are accounted for in the regional emissions inventory and mitigated in future regional air quality planning efforts.	Completed Prior to Reporting Year	Campus representative attended AMBAG's population forecast update meetings for 2008 population projections and informed AMBAG and MBUAPCD of projected population growth on campus. AMBAG issued new consistency determination for the 2005 LRDP in April 2009 stating that the 2005 LRDP is consistent with the 2008 regional forecasts and Air Quality Management Plan.
SC60	105	<u>2005 LRDP EIR Mitigation POP-3B:</u> Within one year following approval of the 2005 LRDP, the Campus will fund and carry out a study to identify ways in which the Campus can collaborate with other large employers, the City of Santa Cruz, and the County of Santa Cruz to assist in providing wider access to available housing for UC employees and affiliates and other community members, through mechanisms such as a jointly-funded housing trust augmented by grants and other funding sources.	Completed prior to reporting year	Report completed in Sept. 2008 at a cost of \$125,000.

## APPENDIX

Budget and Capital Resources  
March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
SC72	106	<u>2005 LRDP EIR Mitigation UTIL-9D:</u> Within one year following approval of the 2005 LRDP, the Campus shall consult with the City of Santa Cruz regarding the appropriate scope of and initiate, an engineering audit of campus water use. The audit will assess existing campus water uses, identify options for reducing water consumption, prioritize feasible improvements based on the amount of potential water savings and cost effectiveness, and recommend top priority measures for implementation within the succeeding five years, and lower priority measures for potential subsequent implementation.	Completed Prior to Reporting Year	Report was completed in December 2007 at cost of \$100,000.
SC75	107	<u>2005 LRDP EIR Mitigation UTIL-9G:</u> Within two years following approval of the 2005 LRDP, the Campus shall initiate a study on feasible measures for utilization of reclaimed water (including rainwater, grey water, cooling tower blowdown water and/or recycled water) in new development. Potential uses of reclaimed water include cooling, irrigation, and toilet flushing. The study shall contain a plan to utilize reclaimed water in new development as feasible and effective in water conservation, and shall include an implementation schedule.	Completed prior to reporting year	A water re-use study was completed in June 2009 at a cost of \$120,000.
SC87	108	<u>2300 Delaware EIR Mitigation UTIL-1C:</u> Concurrent with landscape renewal, the Campus shall implement an evapotranspiration irrigation system at the site similar to that used on the main campus to minimize irrigation water use.	Completed Prior to Reporting Year	Two evapotranspiration irrigation controllers with flow control sensors were installed under contract to Grounds Services, 2006.
SC121	109	<u>2008 Comprehensive Settlement Agreement Section 1.2c.</u> UCSC has targeted freshman enrollment in 2008-09 not to exceed fall 2007 entering freshman class (3,730).	Completed prior to reporting year	Fall 2008 freshman enrollment was 3,962 - 230 students over target. Admissions process targeted 3,730 but actual enrollment reflects a higher "take rate" than projected. Enrollment dropped off in winter and spring quarters. Fall 2009 freshman enrollment was 3,715.
SC142	110	<u>2008 Comprehensive Settlement Agreement Section 4.2.</u> Pay amount equivalent to City's TIF, in three annual installments or one lump sum, for 3,900 ADT. City and UCSC meet within 3 months to identify TIF projects for immediate implementation.	Completed prior to reporting year	UC paid \$1,427,000 9/24/2008. Payment was for 3,900 trips over baseline (i.e., for the total number of trips projected through 2020).
SC152	111	<u>2008 Comprehensive Settlement Agreement Section 4.9.</u> Contribute an additional \$107,500 to City for Mission Street widening project.	Completed prior to reporting year	UC paid City of Santa Cruz \$107,500 in FY 2008-09. Completes 1988 LRDP UAM 7 (SC25).
SC154	112	<u>2008 Comprehensive Settlement Agreement Section 4.11.</u> Pay 40% of bid cost of Bay Street repair.	Completed prior to reporting year	UC paid City of Santa Cruz \$514,146 in FY 2008-09. Completes 1988 LRDP UAM 14 (SC34).
SC101	113	<u>2007 Clean Water Act Settlement Agreement</u>	Completed Prior to Reporting Year	\$110,000 was paid in Feb. 2008 and commitment was completed for Pogonip Erosion Repair project as part of 2007 Clean Water Act Settlement Agreement. This project was part of the Revised Campus Drainage Plan.
SC105	114	<u>Voluntary Agreement - Make space available at 2300 Delaware - Tech Transfer Business Incubator project - City Technical Advisory Group</u>	Completed Prior to Reporting Year	Campus offered space at 2300 Delaware for a City of Santa Cruz Redevelopment Authority project.
SC107	115	<u>Voluntary Agreement re: UCSC Inn, Transient Occupancy Tax, MOU with City.</u> One-time UC payment to City to offset the loss of Transient Occupancy Tax from the facility. [See also SC168 in this FY 2008-09 report commitments related to UCSC Inn are reported in two separate rows: SC107 and SC168.]	Completed Prior to Reporting Year	UC made a one-time payment of \$75,000 (May 2002) to offset the loss of Transient Occupancy Tax from the facility. City agreed that the money would be used for law enforcement, including emergency response, at the UCSC Inn.

**APPENDIX**

Budget and Capital Resources

March 2011

ID#	#	Commitment (Summary)	Triggered?	Status
SC108	116	<u>Voluntary Agreement</u> - Campus advocated for US Economic Development Administration grant for feasibility study	Completed Prior to Reporting Year	Obligation Completed. Campus advocated for \$325,000 grant, awarded in January 2006. Study of feasibility of providing new jobs to replace some of the lost workforce in the form of an incubator at the 2300 Delaware building, a former manufacturing building acquired by UCSC.
SC111	117	<u>Voluntary Agreement</u> - Special Events Office: 16 community previews/meet with artist	Completed Prior to Reporting Year	University spent \$280,000 for these events between 1989 and 2007
SC112	118	<u>Voluntary Agreement</u> - Special Events office: subsidized tickets for student rush.	Completed Prior to Reporting Year	University spent approximately \$66,000 between 1989 and 2008.

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