

Sacramento Municipal Utility District

Oselot-Baroque Substation and Line Project

**(formerly named Oselot-Zinfandel Neighborhood
Electric Distribution Project)**

Draft Subsequent Initial Study and Proposed Mitigated Negative Declaration •

July 2020

Powering forward. Together.





Sacramento Municipal Utility District
Oselot-Baroque Substation and Line Project
(formerly named Oselot-Zinfandel Neighborhood Electric Distribution Project)
July 2020

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Distribution Project)

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NOTICE OF INTENT TO ADOPT A SUBSEQUENT MITIGATED NEGATIVE DECLARATION

Oselot-Baroque Substation and Line Project

July 23, 2020

Sacramento Municipal Utility District (SMUD) is proposing to construct an overhead power line in the Oselot-Baroque neighborhood that would connect to a planned electrical substation.

SMUD has prepared a Draft Subsequent Initial Study/Mitigated Negative Declaration (SIS/MND) to evaluate a proposed 69-kilovolt (kV) subtransmission line route revision for a portion of SMUD's approved Oselot-Baroque Substation and Line Project (hereafter the "project") (formerly named Oselot-Zinfandel Neighborhood Electric Distribution Project), which was approved in March 2006.

The Draft SIS/MND analyzes the potential environmental effects associated with the proposed project in accordance with the California Environmental Quality Act (CEQA). In accordance with Section 15072 of the CEQA Guidelines, SMUD has prepared this Notice of Intent (NOI) to provide responsible agencies and other interested parties with notice of the availability of the Draft SIS/MND and to solicit comments and concerns regarding environmental issues associated with the proposed project.

LEAD AGENCY: Sacramento Municipal Utility District

CONTACT PERSON: Jerry Park, CEQA Project Manager, (916) 732-7406

PROJECT TITLE: Oselot-Baroque Substation and Line Project

PROJECT LOCATION: The project site is in the city of Rancho Cordova within the boundaries of Zinfandel Drive, Sunrise Boulevard, International Drive and Douglas Road. The proposed 2.4-mile overhead 69-kV subtransmission line would be parallel to and east of the Folsom South Canal, along U.S. Bureau of Reclamation property (phase 1B), and north of Douglas Road between the Folsom South Canal and Sunrise Boulevard (phase 2) - see Figure 1 below.

PROJECT DESCRIPTION: We're proposing to add a new 69-kV power line in the city of Rancho Cordova to maintain reliable service by supporting increased electrical demand due to continued development. This project will add an additional subtransmission loop which will help maintain dependable power to residents. The project will also locate the proposed subtransmission line further than originally planned from the residential properties located to the west of the Folsom South Canal. A section of the proposed subtransmission line will be located on the east side of the Folsom South Canal, which increases the distance from the residential property line from approximately 45 feet to 340 feet from the original plan. The project is anticipated to start in early 2021 and will involve 2 phases—phases 1B and 2. As shown in Figure 1, the previous phase 1A has already been constructed and the future construction of the

Oselot-Baroque substation has already been evaluated and subject to the original project approval from March 2006. The original project approval consisted of the Oselot-Baroque substation and an approximately 3-mile 69kV subtransmission line on the west side of the Folsom South Canal from the White Rock-Sunrise substation to Douglas Road and continuing along the north side of Douglas Road to the Sunrise Boulevard and Douglas Road intersection. This Draft SIS/MND only evaluates phases 1B and 2.

In phase 1B, we are adding 1.9 miles of subtransmission line along the east side of the Folsom South Canal from International Drive to Douglas Road, and connection points to the future Oselot-Baroque substation. Phase 2 is anticipated to begin when phase 1B is complete and would add 2,200 feet of line running east along the north side of Douglas Road where it would connect to an existing 69-kV line. Approximately 45 steel utility poles would be required for the construction of phases 1B and 2. The direct embedded steel poles are designed as an alternative to wood poles. Strength, dimensions and appearance are consistent and predictable with steel poles, offering design and application advantages. The steel poles are 24 inches around, approximately 70 feet tall and would be placed in 13-foot holes backfilled with concrete. We don't anticipate service outages to local businesses or homes during construction.

PUBLIC REVIEW PERIOD: A 30-day public review period for the Draft SIS/MND will start on July 23, 2020 and end on August 24, 2020 for interested individuals and responsible agencies to submit written comments on the document. Any written comments on the SIS/MND should be submitted to Jerry Park, SMUD, P.O. Box 15830, MS B209, Sacramento, CA, 95852-0830 or by email to Jerry.Park@smud.org before 5 p.m., August 24, 2020. If you have any questions, please contact Jerry Park at (916) 732-7406 or at Jerry.Park@smud.org

The SIS/MND is available for viewing and download at smud.org/Oselot; and hardcopies may be reviewed at the following locations:

- SMUD Headquarters, 6201 S Street, Sacramento, CA 95817
- SMUD East Campus Operations Center, 4401 Bradshaw Road, Sacramento, CA 95827
- Rancho Cordova City Hall, 2729 Prospect Drive, Rancho Cordova, CA 95670
- Rancho Cordova Library, 9845 Folsom Boulevard, Rancho Cordova, CA 95827
- State Clearinghouse, 1400 Tenth Street, Sacramento, CA 95814

ONLINE PUBLIC MEETING: SMUD will hold an online public meeting on Wednesday, August 5, 2020 at 6 p.m. to provide information and answer any questions on the proposed project. Access to the public meeting will be provided through a meeting link found at smud.org/Oselot.

SMUD BOARD ADOPTION: The SMUD Board of Directors will consider adoption of the SIS/MND for this project at two meetings, the SMUD Energy Resources and Customer Service Committee (ERCS) meeting and the SMUD Board of Directors meeting, at which the public and responsible agencies may make oral comments. Both public meetings will be held at the SMUD Headquarters Auditorium, 6201 S Street, Sacramento, CA 95817 if conditions permit, otherwise the meetings will be held online, and links would be found on smud.org/Oselot. The ERCS Meeting will be held on October 14, 2020 at 5:30 p.m. The Board will take no action at the ERCS meeting. The Board meeting will be held on October 15, 2020 at 9 a.m.

We appreciate your time and effort to review the Draft SIS/MND. Your comments regarding this project will be considered as part of future decisions to be made by SMUD.

Jenny Park

Jenny Park
Environmental Management Specialist
Sacramento Municipal Utility District

July 23, 2020
Date

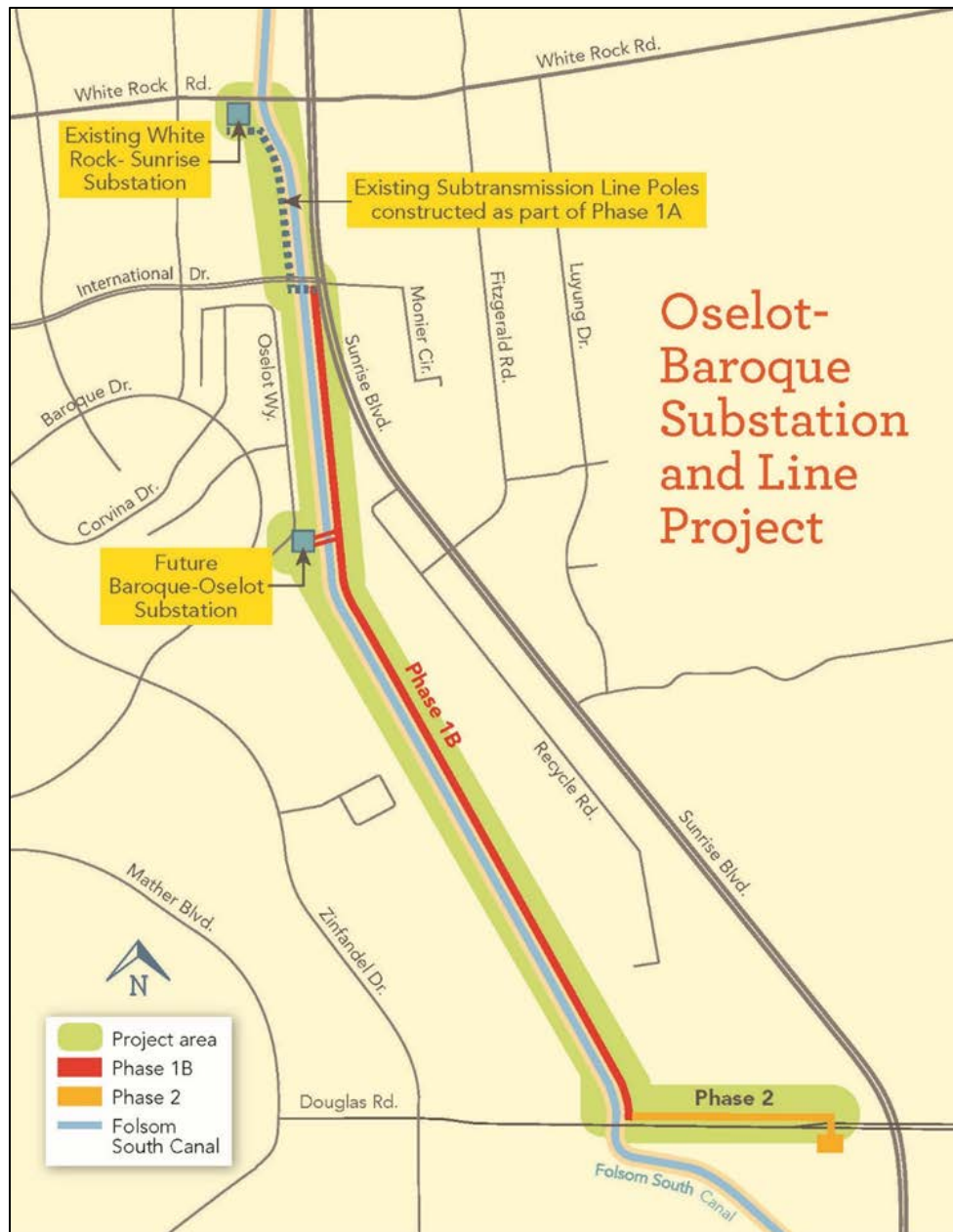


Figure 1. Proposed 69-kV Subtransmission Line Alignment – Phases 1B and 2

PROPOSED SUBSEQUENT MITIGATED NEGATIVE DECLARATION FOR THE OSELOT-BAROQUE SUBSTATION AND LINE PROJECT

INTRODUCTION

This Draft Subsequent Initial Study and Mitigated Negative Declaration (SIS/MND) has been prepared to evaluate a proposed 69-kilovolt (kV) subtransmission line route revision to Sacramento Municipal Utility District's (SMUD) approved Oselot-Baroque Substation and Line Project (hereafter the "project") (formerly named Oselot-Zinfandel Neighborhood Electric Distribution Project) for compliance with the California Environmental Quality Act (CEQA). The Draft SIS/MND analyzes the differing environmental effects of relocating a portion of the 69-kV subtransmission line from the west side of the Folsom South Canal where it was originally to be built to the east side of the canal; and then continuing along the north side of Douglas Road as approved but terminating at a new connection point located on the south side of Douglas Road. SMUD is the lead agency responsible for complying with the provisions of CEQA. SMUD proposes the revisions to meet demand and maintain reliable service created by development growth in the City of Rancho Cordova, and to address public concerns regarding the proximity of the subtransmission line to homes during the approval process for the original project. The original project was approved by the SMUD Board in March 2006.

PROJECT LOCATION AND DESCRIPTION

SMUD proposes a subtransmission line route revision that consists of constructing and operating an approximately 2.4-mile overhead 69-kV subtransmission line along the east side of Folsom South Canal and Douglas Road in the City of Rancho Cordova, California. The proposed project would link the future Oselot-Baroque substation to an existing 69-kV subtransmission line at the existing White Rock-Sunrise substation to the north and to an existing idle 69-kV subtransmission line near the intersection of Sunrise Boulevard and Douglas Road to the southeast; it would also improve system capabilities by completing a 69-kV subtransmission loop.

PREVIOUS CEQA DOCUMENTS FOR THIS PROJECT

In March 2006, the SMUD Board of Directors adopted an Initial Study/Mitigated Negative Declaration (IS/MND) for the Oselot-Zinfandel Neighborhood Electric Distribution Project (State Clearinghouse Number 2005062073) and approved the original project that consisted of 1) an approximately 3-mile overhead 69-kV subtransmission line on the west side of the Folsom South Canal from the White Rock-Sunrise substation to Douglas Road and continuing along the north side of Douglas Road to the Sunrise Boulevard and Douglas Road intersection; and 2) the construction and operation of the Oselot-Baroque substation (previously named the Oselot-Zinfandel substation) and related 69-kV connection improvements located at 3445 Oselot Way.

Concerns raised during the public hearing for the 2006 IS/MND by residents of homes in the project vicinity included objections to the location of the proposed 69-kV alignment on the west

side of the Folsom South Canal. As a result, in late-2006, SMUD revised the alignment and circulated a Subsequent IS/MND (State Clearinghouse Number 2005062073) analyzing the 69-kV subtransmission line to be located on the east side of and adjacent to the Folsom South Canal. The project, however, was put on hold prior to consideration by the SMUD Board and the 2006 Subsequent IS/MND was never adopted nor was the revised project approved. Therefore, the initial March 2006 approval remains in effect.

FINDINGS FROM THE 2006 MITIGATED NEGATIVE DECLARATION

As lead agency for compliance with the requirements of CEQA, the SMUD Board made a finding that the project could be implemented without causing a significant adverse impact on the environment, after implementing mitigation measures for potential impacts associated with air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise, public services, and transportation and traffic. Thus, the findings were adopted by the SMUD Board on March 2, 2006 and a mitigation and monitoring plan was adopted by SMUD at that time. These mitigation measures have been incorporated in this Draft SIS/MND as appropriate, but have been updated to more accurately reflect the current regulatory environment. Where applicable, additional mitigation measures have been added.

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ACRONYMS AND OTHER ABBREVIATIONS

2013 SIP Revisions	Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan
AB	Assembly Bill
Alquist-Priolo Act	Alquist-Priolo Earthquake Fault Zoning Act
ALUC	Airport Land Use Commission
APE	Area of Potential Effect
APLIC	Avian Power Line Interaction Committee's
ARB	California Air Resources Board
B.P.	Before Present
basin plan	water quality control plan
BMP	best management practice
Board	State Mining and Geology Board
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CAL/OSHA	California Department of Industrial Relations, Division of Occupational Safety and Health
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Release Compensation and Liability Act
CFR	Code of Federal Regulations
CGS	California Geological Survey
CH ₄	methane
City	City of Rancho Cordova
CLUP	Comprehensive Land Use Plan
CNDDB	California Natural Diversity Database
CNEL	Community Noise Exposure Level
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
CRPD	Cordova Recreation and Park District
CSD-1	County Sanitation District No. 1
CWA	Clean Water Act

CWR	Clean Water Rule
dBA	decibels on the A-weighted scale
DOC	California Department of Conservation
DOF	California Department of Finance
DTSC	Department of Toxic Substances Control
EDR	Environmental Data Resources, Inc.
EIR	environmental impact report
EMF	electric and magnetic field
EPA	U.S. Environmental Protection Agency
ERCS	Energy Resources and Customer Services
ESA	Federal Endangered Species Act
FAA	Federal Aviation Administration
FCUSD	Folsom-Cordova Unified School District
GBV	ground-borne vibration
GC	General Commercial
General Dewatering Permit	General Order for Dewatering and Other Low-Threat Discharges to Surface Waters
General Plan	City of Rancho Cordova General Plan
GHG	greenhouse gas
GIS	geographic information system
GWP	global warming potential
HCP	Habitat Conservation Plan
ID	identification number
IS	Initial Study
ITE	Institute of Transportation Engineers
JPA	Joint Powers Authority
kV	kilovolt (1,000 volts)
lbs/day	pounds per day
L _{eq}	equivalent noise level
LOS	level of service
LRA	Local Responsibility Area
M-1	Light Industrial Land Use Zone
M-2	Heavy Industrial/Manufacturing
MBTA	Migratory Bird Treaty Act
MND	Mitigated Negative Declaration
MP	Industrial Office Park Zone
MT	metric ton(s)
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards

NAHC	Native American Heritage Commission
ND	Negative Declaration
NMFS	National Marine Fisheries Service
NOI	Notice of Intent
NO _x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NPL	National Priority List
NRCS	Natural Resources Conservation Service
OHWM	ordinary high water mark
Oselot-Zinfandel Neighborhood Electric Distribution Project (formerly named)	Oselot-Baroque Substation and Line Project
OSHA	Occupational Safety and Health Administration
PAH	polynuclear aromatic hydrocarbon
PCB	polychlorinated biphenyl
PM ₁₀	particulate matter less than 10 microns in diameter
PM _{2.5}	particulate matter less than 2.5 microns in diameter
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
POS	Parks and Open Space
PPV	peak particle velocity
project	Oselot-Baroque Substation and Line Project
RCRA	Resource Conservation and Recovery Act of 1976
ROG	reactive organic gasses
RWQCB	Regional Water Quality Control Board
SCSD	Sacramento County Sheriff's Department
SIC	Standard Industrial Classification
SIS	Subsequent Draft Initial Study
SIS/MND	Subsequent Initial Study/Mitigated Negative Declaration
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMARA	Surface Mining and Reclamation Act
SMFD	Sacramento Metro Fire District
SMUD	Sacramento Municipal Utility District
SPA	Special Planning Area Land Use Zone
SRCS	Sacramento Regional County Sanitation District
SVAB	Sacramento Valley Air Basin
SVP	Society of Vertebrate Paleontology
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board



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TAC	toxic air contaminant
TMDL	total maximum daily load
UCMP	University of California Museum of Paleontology
USACE	U.S. Army Corps of Engineers
USC	U.S. Code
USFWS	U.S. Fish and Wildlife Service
USGS	United States Geological Survey
VCP	Voluntary Cleanup Program
VdB	vibration decibels
WDR	waste discharge requirement

1 BACKGROUND

1.1 PURPOSE OF THIS DOCUMENT

This Draft Subsequent Initial Study/Mitigated Negative Declaration (SIS/MND) assesses the environmental effects of the proposed project as required by CEQA (California Public Resources Code Section 21000 et seq.), in accordance with the California Environmental Quality Act Guidelines (State CEQA Guidelines; Title 14, Section 15000 et seq. of the California Code of Regulations). CEQA and State CEQA Guidelines require that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects.

In accordance to the State CEQA Guidelines, the purposes of an initial study are to:

- (1) Provide the lead agency with information to use as the basis for deciding whether to prepare an Environmental Impact Reports (EIR) or negative declaration;
- (2) Enable an applicant or lead agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a negative declaration;
- (3) Assist the preparation of an EIR, if one is required;
- (4) Facilitate environmental assessment early in the design of a project;
- (5) Provide documentation of the factual basis for the finding in a negative declaration that a project will not have a significant effect on the environment;
- (6) Eliminate unnecessary EIRs; and
- (7) Determine whether a previously prepared EIR could be used with the project.

The findings of the SIS will be used as the basis for determining whether the project under review may have a potentially significant impact on the environment. In accordance to CEQA Guidelines Section 15070, a Negative Declaration (ND) or Mitigated Negative Declaration (MND) shall be prepared for a project when either:

- The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
- The initial study identifies potentially significant effects, but:
 - (1) Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 - (2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

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If the findings support a fair argument, then an Environmental Impact Report (EIR) must be prepared. If the SIS finds no substantial evidence to support a significance determination or the lead agency identifies measures early in the process, then a Negative Declaration (ND) or Mitigated Negative Declaration (MND) can be prepared. The ND is a written statement describing the reasons why the proposed project would not have a significant impact on the environment, and therefore would not require preparation of an EIR (CEQA Guidelines Section 15371).

As stated below, SMUD has analyzed the potential environmental impacts created by the proposed project, determined that project impacts are less than significant or can be reduced to less than significant with the implementation of mitigation measures, and has prepared this SIS/MND.

1.2 PROJECT INFORMATION

This section presents a brief project description and general project information. A detailed project description is presented in Chapter 2.

Project Title: Oselot-Baroque Substation and Line Project (project)

Lead Agency: Sacramento Municipal Utility District
6201 S Street
Sacramento, CA 95817-1899 or
P.O. Box 15830
Sacramento, CA 95852-1830

Contact Person: Jerry Park
Environmental Management Specialist
916-732-7406 or jerry.park@smud.org

Project Location: City of Rancho Cordova, Sacramento County

1.3 PUBLIC REVIEW PROCESS

SMUD is proposing a subtransmission line route revision to the original project approved in 2006 to address public concerns and is issuing this SIS/MND for a 30-day public review period to all individuals who have requested a copy, local libraries, and appropriate resource agencies. A Notice of Intent (NOI) is also being distributed to all property owners of record identified by the Sacramento County Assessor's office and current occupants or tenants within 1,000 feet of the project area boundaries. The NOI identifies where the document is available for public review and invites interested parties to provide written comments for incorporation in the final SIS/MND. The NOI also invites interested parties to attend a public meeting concerning the project.

A final SIS/MND will be prepared, presenting written responses to comments received on significant environmental issues. Before SMUD's Board of Directors makes a decision on the

proposed project, the final SIS/MND will be provided to all parties that comment on the SIS/MND.

1.4 SMUD BOARD APPROVAL PROCESS

The SMUD Board of Directors must adopt the SIS/MND and approve the mitigation monitoring and reporting program (Appendix B) before it can approve the proposed project. The project and pertinent environmental documentation will be formally presented at a meeting of the SMUD Environmental Resources and Customer Service (ERCS) Committee for information and discussion. The SMUD Board of Directors will then consider adopting the final SIS/MND and mitigation monitoring and reporting program at its next regular Board meeting. The ERCS Committee and Board of Directors meetings are held at SMUD's Headquarters Building Auditorium (6201 S Street, Sacramento, CA 95817-1899) and are open to the public. The public may comment at both meetings.

The SIS/MND would be adopted and the project approved by the SMUD Board of Directors on the same date, consistent with past practice.

1.5 ORGANIZATION OF THE SUBSEQUENT INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

This SIS/MND is organized into the following chapters:

Chapter 1, "Background," provides summary information about the Project, describes the public review process for the SIS/MND, and includes the CEQA determination for the Project.

Chapter 2, "Project Description," contains a detailed description of the Project.

Chapter 3, "Environmental Checklist," provides an assessment of Project impacts by resource topic. The Environmental Checklist form from Appendix G of the State CEQA Guidelines is used to make one of the following conclusions for impacts from the Project:

- *No impact*—the proposed Project would have no impact on the resource area under evaluation.
- *Less-than-significant impact*—the proposed Project's adverse impacts on a resource area would not exceed established thresholds of significance.
- *Less-than-significant impact with mitigation incorporated*—proposed mitigation measures would reduce the proposed Project's adverse impacts to below established thresholds of significance. Mitigation measures are noted after each impact discussion as appropriate.

Chapter 4, "List of Preparers," identifies the individuals who contributed to the SIS/MND.

Chapter 5, "References," identifies the information sources used in preparing this document.

Appendices contain technical reports and other information to supplement the SIS/MND.



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1.6 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

Impacts on the environmental factors below are evaluated using the checklist included in Chapter 3. SMUD determined that the environmental factors checked below would be less than significant with implementation of mitigation measures. It was determined that the unchecked factors would have a less-than-significant impact or no impact.

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

DETERMINATION:

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

July 23, 2020

Jerry Park

Printed Name

Sacramento Municipal Utility District

Lead Agency

2 PROJECT DESCRIPTION

2.1 PROJECT OBJECTIVES

Sacramento Municipal Utility District (SMUD) is required to meet the electricity demand of the areas that it serves. Electricity that is generated a considerable distance from the ultimate consumers is delivered by 230,000 volt (230-kV) overhead transmission lines to bulk transmission substations. The bulk transmission substations convert the 230-kV power to 69-kV that is conveyed to neighborhood distribution substations. The neighborhood distribution substations step the power down to 12-kV for commercial and residential use.

The proposed project would revise a portion of the original approved project's 69-kV subtransmission line route alignment. This would include relocating the subtransmission line from the west side of the Folsom South Canal to the east side of the Folsom South Canal from International Drive to Douglas Road; and then continuing east along the north side of Douglas Road for approximately 2,200 feet before crossing Douglas Road to make a connection to an existing radial 69-kV line. Also included is the connection to the future Oselot substation located at 3435 Oselot Way. The project is a critical component needed to energize the future Oselot-Baroque substation, and to meet the demand for electric service in the City of Rancho Cordova and surrounding area.

Once completed, the overall project will improve system capabilities by creating a 69-kV loop. SMUD's standard design practice is to connect every substation to a 69-kV subtransmission loop, rather than maintain only one radial tap that ends at a substation. This design standard creates a minimum of two 69-kV subtransmission sources to a distribution substation, enabling restoration of services to all customers in the event that one source is interrupted. SMUD's design practices substantially reduce the length of service interruptions, because an incident that affects only one 69-kV subtransmission line can be isolated and the load can be served from alternate 69-kV subtransmission line(s).

2.2 SMUD POWER LINE ROUTE SELECTION GUIDELINES

SMUD guidelines for the 69-kV subtransmission line routing require the following:

- Preference for most compatible adjacent land uses where multiple options exist between two end-points;
- Consideration of compatibility with potential future expansion;
- Use of existing overhead circuit routes and other utility corridors that could include drainage corridors, parkways, open space, freeways, and railroad alignments;
- Use of arterial streets;
- Avoidance of freeway-on- and off-ramps and airport approach/departure flight zones;
- Minimization of residential communities' visual impacts, and electric and magnetic field (EMF) exposure; and

- Community input.

Typically, 69-kV circuits that deliver power to distribution substations are built overhead in public utility easements that are 10 to 25 feet wide or in existing transmission line right-of-way.

2.3 PROJECT LOCATION

The project site is located within the City of Rancho Cordova within the boundaries of Zinfandel Drive, Sunrise Boulevard, International Drive and Douglas Road. The proposed 2.4-mile overhead 69-kV subtransmission line would parallel the Folsom South Canal on the east, along U.S. Bureau of Reclamation property and north of Douglas Road for approximately 2,200 feet before crossing to the south side of Douglas Road to an existing radial 69-kV line located approximately 450 feet west of the intersection of Sunrise Boulevard and Douglas Road (Figure 2-1). The realignment from the original project approved by SMUD (Figure 2-1a) would place the subtransmission line further away from residential uses by increasing the distance from the residential property line from approximately 45 feet to 340 feet. The project would also include a 69-kV line connection to the approved but not yet constructed Oselot-Baroque substation located at 3435 Oselot Way, crossing the Folsom South Canal at a location perpendicular to the canal. A detailed description of the project features is included in Section 2.5. below.

2.4 PROJECT AREA LAND USE AND ZONING

2.4.1 Surrounding Land Uses and Setting

Surrounding land uses include vacant office and industrial parcels to the north; vacant industrial and commercial parcels to the south; existing industrial uses to the east; and single-family residential and vacant industrial parcels to the west.

2.4.2 General Plan Designation

According to the City of Rancho Cordova General Plan (City of Rancho Cordova 2006b), the subtransmission line would be located on lands designated as Public/Quasi Public, Planning Area and Commercial Mixed Use.

2.4.3 Zoning

According to the City of Rancho Cordova Zoning and Future Land Map (2014), the proposed subtransmission line would be located in an area zoned Parks and Open Space (POS), with the exception of the segment along the north side of Douglas Road which is zoned Heavy Industrial/Manufacturing (M-2) and General Commercial (GC) on the south side of Douglas Road.

2.5 PROJECT FEATURES

SMUD proposes to construct and operate an approximately 2.4-mile overhead 69-kV subtransmission line that has been realigned from the west side of the Folsom South Canal

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where originally approved in March 2006 to the east side of the Folsom South Canal and then continuing along the north side of Douglas Road. The proposed project would provide electrical service to the future Oselot-Baroque substation and would improve system capabilities by completing a 69-kV subtransmission loop by connecting the future Oselot-Baroque substation to an existing line located approximately 450 feet west of the intersection of Sunrise Boulevard and Douglas Road (Figure 2-1).

From north to south, the proposed 69-kV subtransmission line would extend along the following route:

- From International Drive, the proposed subtransmission line would parallel the east side of the Folsom South Canal for 0.50 mile;
- At 3435 Oselot Way, the location of the future Oselot-Baroque substation on the west side of Folsom South Canal, the proposed subtransmission line would cross the Folsom South Canal from east to west to link with the substation and then would cross back to the east side of the canal;
- From the substation/Folsom South Canal crossing point to Douglas Road, the proposed 69-kV subtransmission line would continue south, adjacent to and parallel to the Folsom South Canal on the east for 1.40 miles to Douglas Road; and
- At Douglas Road, the proposed subtransmission line would continue east along the north side of Douglas Road for approximately 2,200 feet and then cross the road to connect to an existing 69-kV line located approximately 450 feet west of the intersection of Sunrise Boulevard and Douglas Road. It should be noted that the existing 12-kV line along the north side of Douglas Road within the proposed subtransmission line segment would be replaced with taller poles to allow for sufficient space to add the proposed 69-kV line above the 12-kV line.

2.5.1 Project Construction

Construction of the proposed subtransmission line would include installation of approximately 45 steel embedded utility poles. Some of these poles would replace existing wood poles along Douglas Road. The steel poles are approximately 24 inches in diameter, approximately 70 feet tall, and embedded in 13-foot-deep holes that would be backfilled with concrete. A typical SMUD 69-kV pole is shown in Figure 2-2.

The direct embedded steel poles are high strength, tapered tubular steel poles designed as an alternative to wood. Steel poles are lighter in weight than an equivalent strength wood pole. Strength, dimensions, and appearance are consistent and predictable with steel poles, offering design and application advantages.

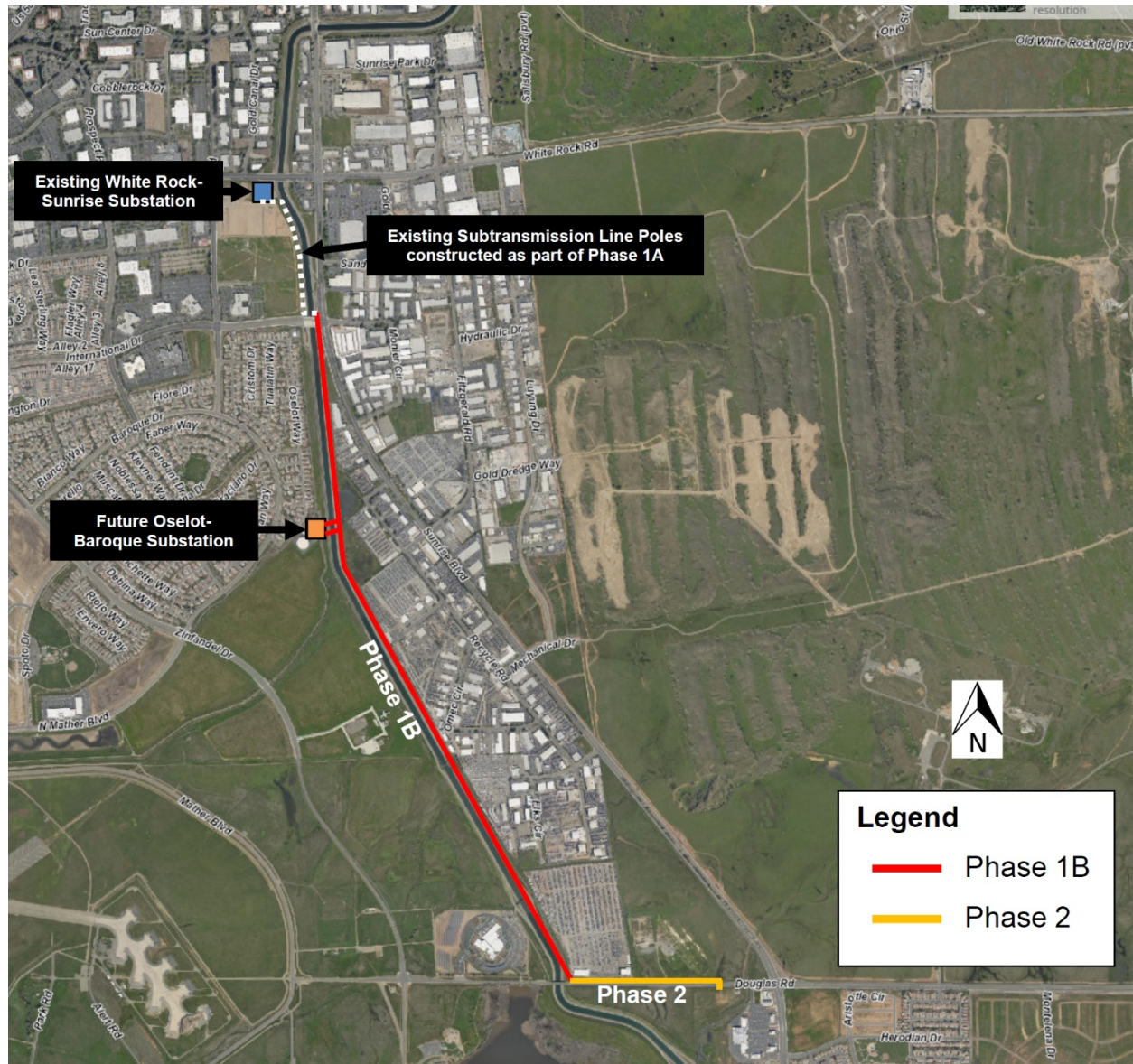


Figure 2-1. Proposed 69-kV Subtransmission Alignment



Figure 2-1a. Originally Approved Alignment

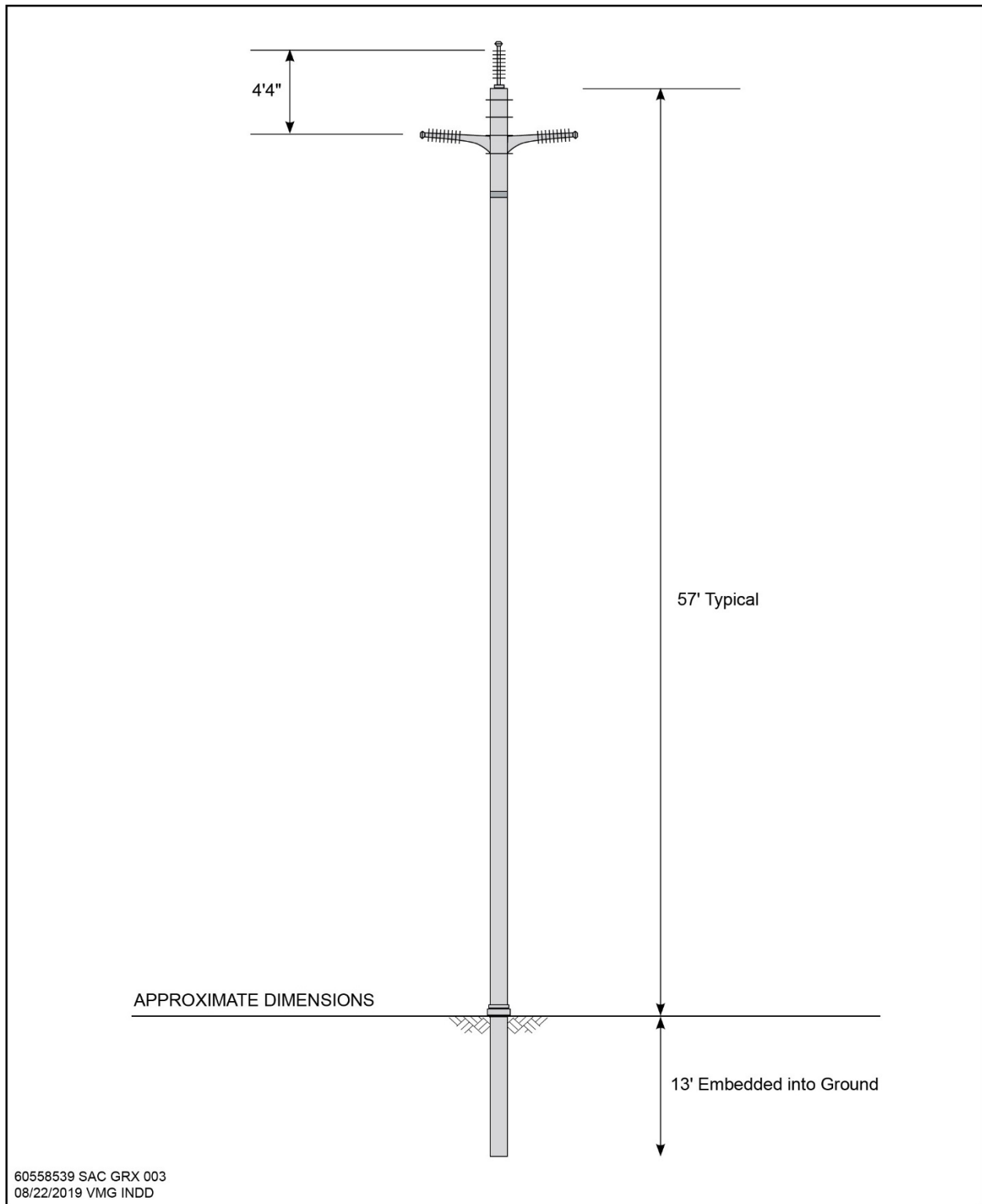


Figure 2-2. Typical 69-kV Pole Design

The steel poles would be transported to the project site via truck, with each pole broken down into two segments. The poles would be delivered to a temporary storage area on the project site in a vacant field at the northern end of the project area (just south of the project entrance), and crews would then bring individual pole segments and drop them off at each pole location. Holes would be drilled approximately 300 to 400 feet apart and the bottom segment of the subtransmission pole would be inserted into the ground. The top half of the pole would be installed after the bottom half is settled, and the new subtransmission line would be attached to the insulators located on the pole (Figures 2-2 and 2-3).

The work area for each pole would be approximately 50 feet by 50 feet. Within this area, SMUD would park vehicles and equipment for each pole installation and replacement. Also within this work area, there would be approximately 100 square feet of temporary ground disturbance associated with each pole.

Construction equipment and vehicles would include up to three line trucks, two pick-up trucks, a truck-mounted machine auger, and/or a hydro-excavation truck. Poles would be delivered on a pole-dolly that would connect to the line truck. Equipment and supplies would be delivered from the SMUD Bradshaw facility (located at 4401 Bradshaw Road in Sacramento). Construction activities would be performed by up to two SMUD line crews (for a total of 5 to 12 workers).

2.5.2 Project Operation

After project startup, the proposed subtransmission line would be in continuous operation. Subtransmission line maintenance, including routine inspections, would occur on a regular basis (once a year for inspections). Utility poles and other subtransmission line equipment damaged by vandals or vehicle accidents would be replaced, and periodic tree trimming (if necessary) would be performed to prevent interference with the line.

2.5.3 Project Schedule

Project construction is expected to start near quarter 1 of 2021 and would take approximately 1 to 2 months to complete. Construction activities typically would occur on weekdays between 7 a.m. and 6 p.m. If necessary, weekend work would occur between 7 a.m. and 6 p.m. on Saturdays or between 9 a.m. and 6 p.m. on Sundays. Construction would not occur when it is raining.

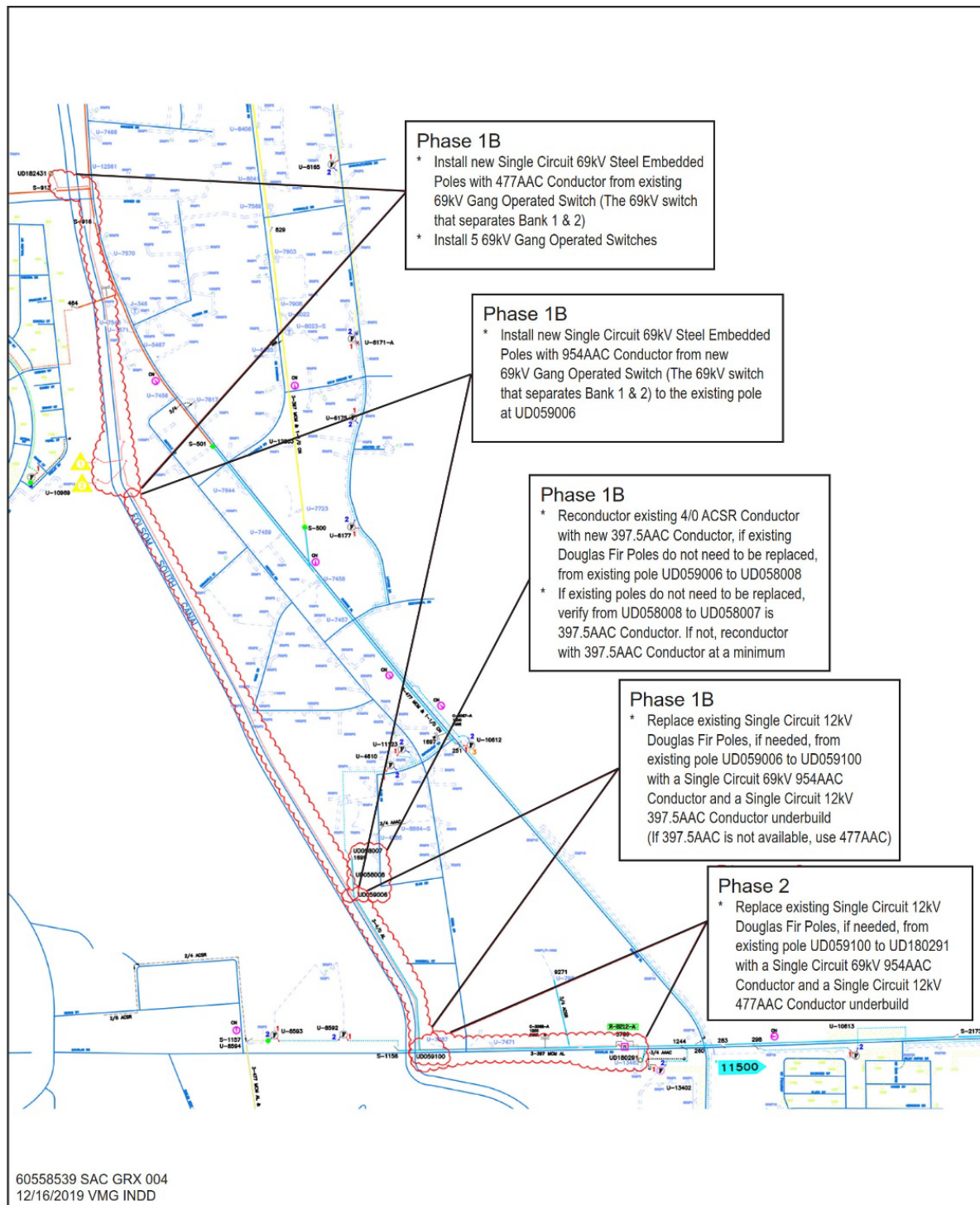


Figure 2-3. Detailed Improvement Plan

2.5.4 Required Permits and Approvals

Permits anticipated to be needed for the project include the following:

- Encroachment Permit from the U.S. Bureau of Reclamation for the portion of the subtransmission line that is within U.S. Bureau of Reclamation jurisdiction along the Folsom South Canal and associated compliance document with the National Environmental Policy Act (NEPA), prepared separately from this SIS.
- Encroachment Permit from the City of Rancho Cordova for construction in road right-of-way;
- Coverage under the Central Valley Regional Water Quality Control Board's National Pollutant Discharge Elimination System General Permit (for stormwater management during construction);
- Form FAA 7460-1 (Notice of Proposed Construction or Alteration) from the Federal Aviation Administration (FAA) for all proposed poles locations within the Mather Field Comprehensive Land Use Plan (CLUP), and updated CLUP compatible use determination from the Airport Land Use Commission.

3 ENVIRONMENTAL CHECKLIST

3.1 AESTHETICS

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<i>Would the project:</i>				
a) <i>Have a substantial adverse effect on a scenic vista?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>In nonurbanized areas, substantially degrade the existing visual character or quality of the public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.1.1 Environmental Setting

The majority of the area proposed for the subtransmission line route is within the right-of-way for the Folsom South Canal. The canal is a concrete-lined trapezoidal channel devoid of vegetation. The majority of the levee bank is covered in gravel or asphalt, but portions of the levee toe support sparse to moderate ruderal vegetation.

Land use adjacent to the project area on the west side of Folsom South Canal and south of International Drive includes single-family homes that are within the Villages of Zinfandel development. Land uses east of Folsom South Canal are commercial and industrial, including a shopping center, automobile repair shops, and salvage yards. Existing overhead subtransmission lines parallel International Drive, Sunrise Boulevard, and Douglas Road.

3.1.2 Impacts and Mitigation Measures

Questions a and b : No scenic vistas, scenic resources, or scenic highways are located in or near the project area; therefore, implementing the proposed project would not affect these resources. **No impact** would occur.

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Question c: To be out of character with the surrounding landscape, the project features would have to be notably dissimilar to existing features in the area. The proposed subtransmission line meets SMUD's routing criteria of following existing power lines or utility corridors or following major roads and subdivision boundaries as a second choice, and does not route the project through residential subdivisions. The area is developed and served by existing overhead subtransmission lines parallel Sunrise Boulevard and Douglas Road. Therefore, the visual setting in which the project is proposed is considered to have a low scenic quality¹

The proposed right-of-way would be located adjacent to the levee of the Folsom South Canal from International Drive to Douglas Road. The project area south of International Drive and west of the Folsom South Canal includes single-family homes. South of the future Oselot-Baroque substation, the project area along Folsom South Canal and Douglas Road includes commercial and industrial uses and undeveloped open space.

The introduction of an overhead power line would be consistent with the developed uses present along the alignment as described above. Figure 3.1-1 depicts a visual simulation of the proposed subtransmission line as observed by from the looking east across the Folsom South Canal. Implementing the proposed project would not substantially degrade the existing visual character or quality of the project area and its surroundings. This impact would be **less than significant**.

Question d: Construction activities would occur only during daytime hours and no nighttime lighting would occur. The proposed project would use galvanized steel poles that are not reflective and would not include any lighting features or physical changes that could produce substantial light or glare during operation. Therefore, **no impact** would occur.

3.1.3 Mitigation

No mitigation is necessary.

¹ Low quality landscapes are those that have no designated scenic vistas, prominent rock outcroppings, historic structures, vegetation, water bodies or similar features of visual interest. The landscape is often dominated by visually discordant human-made alternations; or they are landscapes that do not include places that people find inviting and lack interest in terms of two-dimensional visual attributes.



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Figure 3.1-1. Photographic Simulation from Key Observation Point 1

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3.2 AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
a) <i>Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Conflict with existing zoning for agricultural use, or a Williamson Act contract?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Result in the loss of forest land or conversion of forest land to non-forest use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) <i>Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.1 Environmental Setting

No active agricultural land uses exist within or adjacent to the project area. Additional information about land uses within and adjacent to the 69-kV subtransmission line route is provided in Section 3.10, "Land Use and Planning."

The California Department of Conservation (DOC) classifies Important Farmland as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance (DOC 2014a). According to the Sacramento County Important Farmland map, published by DOC's Division of Land Resource Protection, the project area and adjacent lands are designated as Urban and Built-Up Land.

No Williamson act contracted lands exist on or adjacent to occur as none of the parcels along or adjacent to the alignment are held under active Williamson Act contract (DOC 2019).

The site does not contain forestland² and no segment of the alignment is designated timberland or timber production.

3.2.2 Impacts

Answers to Checklist Questions

Question a: The project area and adjacent lands are designated by the Sacramento County Important Farmland map, published by DOC's Division of Land Resource Protection, as Urban and Built-Up Land (DOC 2014b). The project would not convert agricultural land to urban use. Therefore, **no impact** would occur.

Because no agricultural land uses are present in or near the project area, implementing the proposed project would not result in other changes in the physical environment that could result in the conversion of agricultural land, including Important Farmland, to nonagricultural uses. Therefore, **no impact** would occur.

Question b: The project area is not zoned for agricultural uses and no lands are held under an active Williamson Act contracts (DOC 2019). Therefore, implementing the proposed project would not conflict with existing zoning for agricultural uses or with a Williamson Act contract. **No impact** would occur.

Question c: The project area is not zoned as forestland, timberland, or a timberland production zone. Thus, implementing the proposed project would not conflict with existing zoning for, or cause rezoning of, forestry resources. Therefore, **no impact** would occur.

Question d: The entire project area has been graded and the levee banks of the Folsom South Canal are vegetated with non-native annual grasses and forbs. Therefore, implementing the proposed project would not result in the loss of forestland or conversion of forestland to non-forest uses as defined by Section 12220(g). **No impact** would occur.

Question e: See the responses to Questions a and d above. Implementing the proposed project would not result in other changes in the physical environment that could directly or indirectly result in conversion of agricultural land, including Important Farmland, to nonagricultural uses or in the conversion of forestland to non-forest uses. Therefore, **no impact** would occur.

3.2.3 Mitigation

No mitigation is necessary.

² Section 12220(g) of the California Public Resources Code defines forestland as land that can support 10 percent native tree cover and woodland vegetation of any species (including hardwoods) under natural conditions, and that allows management of one or more forest resources (e.g., timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation) and other public benefits

3.3 AIR QUALITY

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>				
a) <i>Conflict with or obstruct implementation of the applicable air quality plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Expose sensitive receptors to substantial pollutant concentrations?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.3.1 Environmental Setting

The U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (ARB) have designated each area within California as either attainment or non-attainment for National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). The project area is located in Sacramento County, which is part of the Sacramento Valley Air Basin (SVAB). Pursuant to the federal Clean Air Act, EPA has designated Sacramento County as severe non-attainment for ozone, attainment for particulate matter less than 2.5 microns in diameter (PM_{2.5}), and a maintenance area for particulate matter less than 10 microns in diameter (PM₁₀) and carbon monoxide (CO), with respect to the NAAQS. ARB has designated Sacramento County as non-attainment for ozone, and PM₁₀, while the County is designated in attainment of PM_{2.5} with respect to the CAAQS. (ARB, 2017).

The Sacramento Metropolitan Air Quality Management District (SMAQMD) is the regional agency that establishes and administers air quality regulations in the project area. SMAQMD regulates air pollution from stationary sources through rules, regulations, and permits. In 1994, SMAQMD established a Clean Air Plan or State Implementation Plan for attaining the federal 1-hour ozone standard in the Sacramento Air Basin. This plan includes assumptions and allowances for growth and development in the region and details the control measures and best management practices that must be employed for the region to make progress toward attainment. The 1994 Clean Air Plan has been updated numerous times since its promulgation, and SMAQMD has adopted a series of significance thresholds applicable to the proposed project. The Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (2013 SIP Revisions) and the 2015 Triennial Report and Plan Revision are the latest plans issued by SMAQMD (SMAQMD 2015, 2017). These plans address attainment of the federal 8-hour ozone standard and the state ozone standard, respectively.

All projects within SMAQMD's jurisdictional area also are subject to adopted rules and regulations in effect at the time of their construction and operation. The analysis of the proposed project's air quality impacts is consistent with SMAQMD's CEQA Guide to Air Quality Assessment in Sacramento County (SMAQMD 2019).

3.3.2 Impacts

Answers to Checklist Questions

Question a: Air quality plans describe air pollution control strategies to be implemented by an air district, city, county or region. Two criteria are applicable to determine whether the proposed project would conflict with or obstruct implementation of the air quality plan. The first criterion is whether the proposed project would exceed the estimated air basin emissions used as the basis of the air quality plans, which are based, in part, on projections of population and vehicle miles traveled. The second criterion is whether the proposed project would increase the frequency or severity of existing air quality violations, contribute to new violations, or delay the timely attainment of air quality standards.

Project construction would include use of off-road construction equipment, haul trucks, and worker commute trips. The use of construction equipment in the air quality plan is estimated for the region on an annual basis, and the proposed project would not increase the assumptions for off-road equipment use.

SMAQMD has established thresholds of significance that are designed to identify significant levels of air pollution. As discussed in more detail under the response to Question b below, construction emissions associated with the proposed project are not anticipated to exceed the emissions budgeted for the project area in the air quality plan. Accordingly, implementation of the proposed project would not exceed the assumptions used to develop the current plan and would not obstruct or conflict with the air quality plan. Therefore, this impact would be **less than significant**.

Question b:

Construction Impacts. Project construction would result in the temporary generation of reactive organic gasses (ROG), oxides of nitrogen (NO_x), PM₁₀, and PM_{2.5} emissions. Construction-related emissions of ROG and NO_x primarily are associated with exhaust from heavy-duty construction equipment, material delivery/haul trucks, and construction worker vehicles. Fugitive dust emissions (PM₁₀ and PM_{2.5}) primarily are associated with site preparation and vary as a function of such parameters as soil silt content, soil moisture, wind speed, acreage of disturbance area, and vehicle miles traveled by construction vehicles on- and off-site.

Construction of the subtransmission line would take 1 to 2 months to complete. Emissions generated by typical construction activities were modeled with the California Emissions Estimator Model (CalEEMod), Version 2013.2.2. CalEEMod allows the user to enter project-specific construction information, such as the types, number, and horsepower of construction equipment, and the number and length of off-site motor vehicle trips. Project construction

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emissions were estimated for construction worker commutes, haul trucks, and the use of off-road equipment.

As shown in Table 3.3-1, project construction emissions would result in maximum daily emissions of approximately 4 pounds of ROG, 42 pounds of NO_x, 2 pounds of PM₁₀ (combined exhaust and fugitive dust) and 2 pounds of PM_{2.5}. Additional modeling assumptions and details are provided in Appendix C.

Table 3.3-1. Daily Construction Emissions				
Construction Phase	Pollutant Emissions (lbs/day)			
	ROG	NO_x	PM₁₀	PM_{2.5}
Maximum Daily Emissions	3.68	42.47	2.03	1.57
SMAQMD Significance Threshold ¹	-	85	-	-
Notes: lbs/day = pounds per day; NO _x = oxides of nitrogen; PM ₁₀ = particulate matter with aerodynamic diameter less than 10 microns; PM _{2.5} = particulate matter with aerodynamic diameter less than 2.5 microns; ROG = reactive organic gases; SMAQMD = Sacramento Metropolitan Air Quality Management District ¹ SMAQMD has developed only a significance threshold for NO _x . Other ozone precursors (i.e., ROG), PM _{2.5} , and PM ₁₀ are shown for informational purposes and because the region currently is designated as nonattainment for the pollutants. Source: Modeled by AECOM in 2015				

The proposed project's maximum daily NO_x emissions would not exceed SMAQMD's construction threshold of significance. However, all projects that include construction activities, regardless of the significance determination, are required to implement SMAQMD's Basic Construction Emission Control Practices, detailed below in **Mitigation Measure Air-1**. Impacts of construction activity are **less than significant**.

Operational Impacts: Periodic subtransmission line maintenance would occur, which would require regular vehicle trips to the project area. These routine maintenance trips would include a single vehicle and would represent an additional stop on an existing multi-stop trip. Emissions from these vehicles would be minimal. Therefore, operational impact would be **less than significant**.

Question c: Locations where the very young, elderly, and those suffering from certain illnesses or disabilities reside are considered to be "sensitive receptors" to air quality impacts. Sensitive receptors are schools, day care centers, parks, recreational areas, medical facilities, rest homes, convalescent care facilities, and residences. Land use conflicts can arise when sensitive receptors are located next to major sources of air pollutant emissions.

The nearest sensitive receptors to the project area are the single-family residential homes located approximately 300 feet west of the project area.

The greatest potential for toxic air contaminant (TAC) emissions would be related to diesel PM emissions generated by heavy-duty construction equipment. Project construction would result in generation of diesel exhaust PM emissions from use of off-road diesel construction equipment.

According to the Office of Environmental Health Hazard Assessment, health risk assessments that determine the health risks associated with exposure of residential receptors to TAC

emissions should be based on a 30-year exposure period (OEHHA 2015). However, health risk assessments should be limited to the period/duration of emissions-generating activity. The duration for project construction would be approximately 1 to 2 months, which is less than 1 percent of the required exposure period for health risk assessments. Project construction activities also would move sequentially, and construction equipment would operate only near individual sensitive receptors for days or weeks before moving further away.

Because the proposed project would require only a few pieces of off-road equipment and that equipment would be used for a relatively short time period, project construction would not expose sensitive receptors to substantial TAC concentrations. Therefore, the impact would be **less than significant**.

Question d: The proposed project is a subtransmission line and is not a source of objectionable odors. Project operation would not affect a substantial number of people by exposure to malodors. Therefore, **no impact** would occur.

3.3.3 Mitigation

No significant impacts have been identified, so no mitigation is required. However, SMUD will implement the best management practices included in **Mitigation Measure Air-1**.

Mitigation Measure Air-1. Implement Applicable SMAQMD Basic Construction Emission Control Practices.

To reduce fugitive dust during construction, SMUD will do the following:

- a) Water all exposed surfaces two times daily. Exposed surfaces may include soil piles, graded areas, unpaved parking areas, staging areas, and access roads.*
- b) Cover or maintain at least 2 feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Cover any haul trucks that will be traveling along freeways or major roadways.*
- c) Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.*
- d) Limit vehicle speed on unpaved roads to 15 miles per hour.*
- e) Minimize idling time either by shutting equipment off when not in use or by reducing the time of idling to 5 minutes, as required by Title 13, Sections 2449(d)(3) and 2485 of the California Code of Regulations. Provide clear signage that posts this requirement for workers at the entrances to the construction site.*
- f) Maintain all construction equipment in proper working condition, according to manufacturer's specifications. Have equipment checked by a certified mechanic and determined to be in proper running condition before being operated.*

3.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<i>Would the project:</i>				
a) <i>Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) <i>Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.4.1 Environmental Setting

The proposed 69-kV subtransmission line route is located in the Folsom South Canal corridor on the east side of the canal and along the north side of Douglas Road. Morrison Creek is located in the vicinity of the southeast portion of the proposed route along Douglas Road. Seasonal wetlands and ditches which are fed by runoff from man-made drainage ditches are located immediately east of the east levee along the northern portion of the proposed project. Drainages are also present along the north and south side of Douglas Road. The uplands outside of the known seasonal wetlands and Morrison Creek are bordered by non-native grassland vegetation. The grasslands, seasonal wetlands, vernal pools, and drainage ditches provide limited forage and breeding habitat for a variety of common wildlife species. Folsom South Canal is a cement-lined diversion of the American River.

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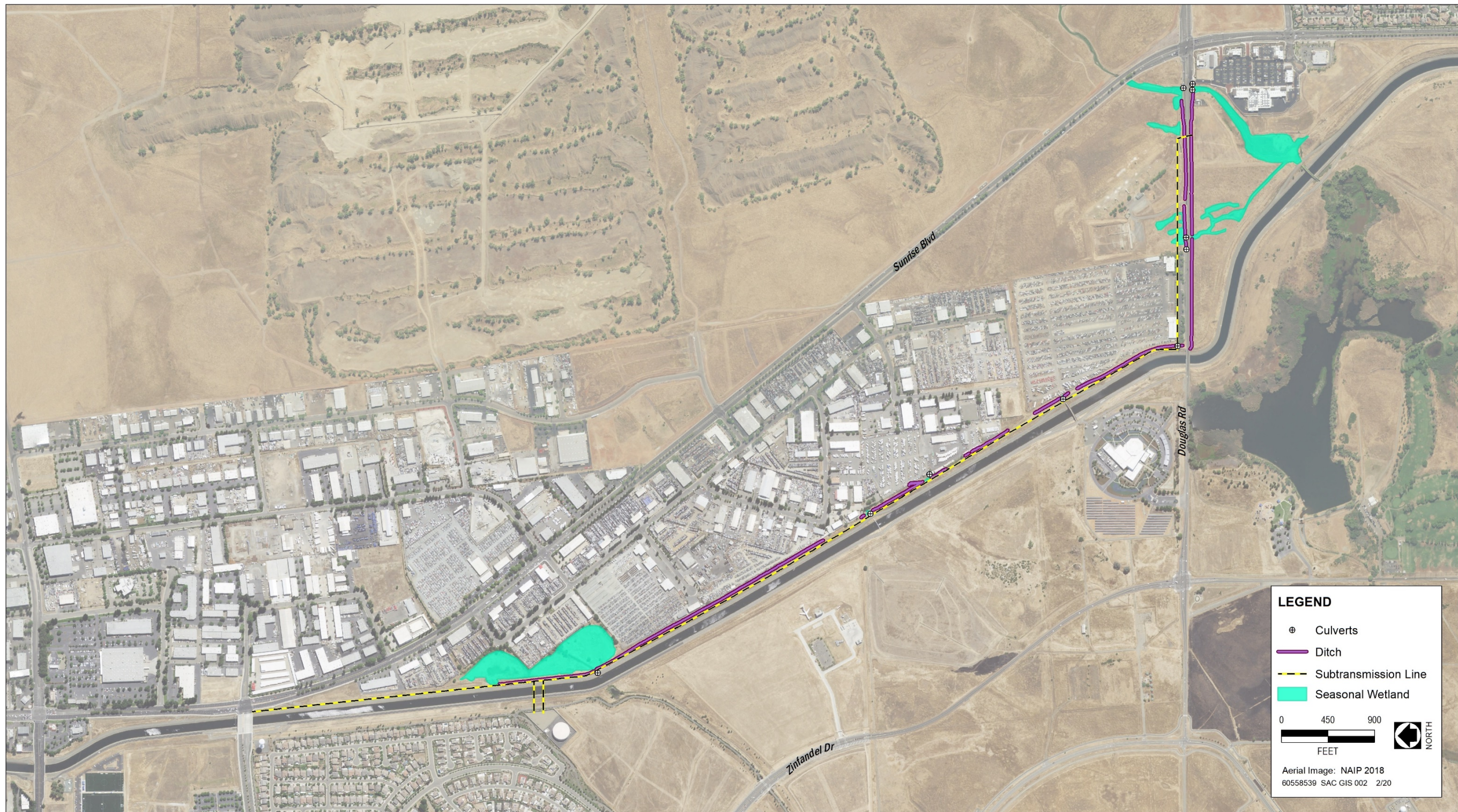
The entire project area has been graded, and the canal levee and the entire corridor are mowed regularly. Ruderal and landscaped habitats and developments surround the project area, including large residential subdivisions to the west and automobile salvage yards immediately to the east. Morrison Creek crosses the southeast corner of the project area and continues south. Seasonal wetland and vernal pool features are located on the east side of Folsom South Canal and north and south side of Douglas Road at the southeast portion of the alignment, immediately adjacent to the project area (Figure 3.4-1). Mather Lake is located several hundred feet to the southwest. Approximately 0.23 miles south of the project area, a concrete flume over the Folsom South Canal connects an upgradient marsh and drainage to emergent vegetation surrounding Mather Lake.

The project area has been subject to a number of surveys over the past two decades. In 1995, biological surveys were conducted on a larger 823-acre development site as part of the Villages of Zinfandel EIR (Sacramento County 1998), which included the area of the proposed Oselot-Baroque substation. The impacts on biological resources identified in that EIR for this large development were determined to be less than significant with mitigation.

A reconnaissance-level pedestrian survey of the subtransmission line route was conducted in June 2006 by CH2M Hill and revisited in June, July, and August 2015 by AECOM. No special-status plants or their habitats were detected during the surveys. The only special-status animals sighted during the 2006 or 2015 surveys were nesting cliff swallows (*Petrochelidon pyrrhonota*) under a bridge crossing at International Drive and White Rock Road, and foraging raptors in grassland areas west of the Folsom South Canal.

In 2019, AECOM conducted a pedestrian survey of the project alignment to confirm the findings from earlier studies remain unchanged. Prior to conducting the field investigation, a qualified biologist searched the following databases for records of special-status wildlife and plants occurring within the Carmichael and 8 surrounding United States Geological Survey (USGS) 7.5 minute quadrangles: California Native Plant Society (CNPS 2019), California Natural Diversity Database (CDFW 2019b), the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Conservation (IPaC) project planning tool (USFWS 2019), and the eBird database, managed by Cornell Lab of Ornithology (eBird 2019). In addition, previously prepared environmental documents that address biological resources were consulted.

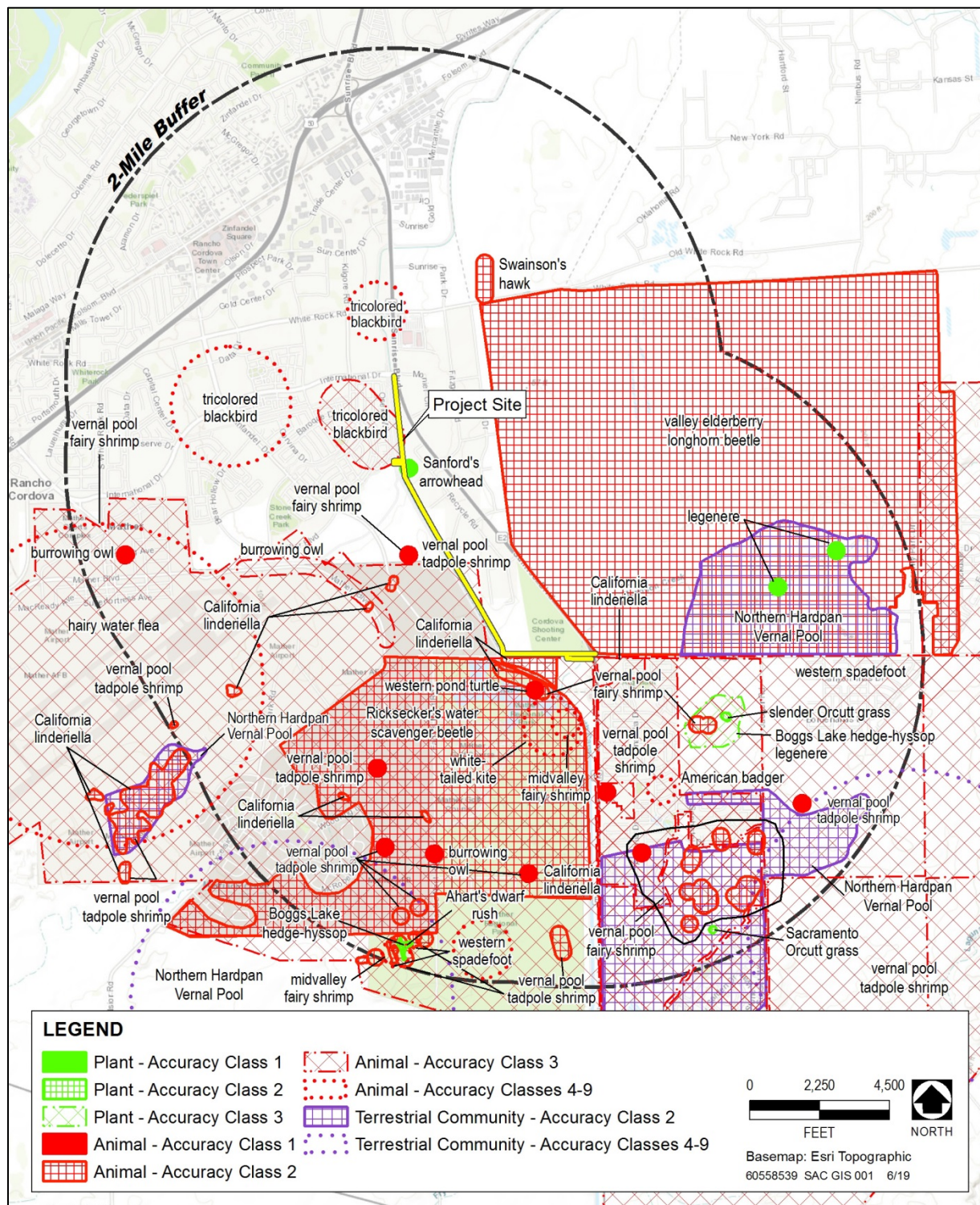
The search resulted in a list of special-status plant and wildlife species previously identified and/or potentially to occur in the vicinity of the proposed project. The special-status species list is summarized in Tables 3.4-1 and -2 and also includes suitable habitat typically associated with each species; critical seasonal periods associated with the species' natural history; potential for the species to occur on or near the project site; and general comments. A map showing the California Natural Diversity Database (CNDDB) search results for the project vicinity is included as Figure 3.4-2.



Source: AECOM 2019

Figure 3.4-1. Seasonal Wetlands and Ditches in the Vicinity of the Project Area

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Source: CNDDB 2019

Figure 3.4-2. CNDDDB Map

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On May 16, 2019 a reconnaissance-level survey of the site was conducted. This survey, in conjunction with background information, confirmed the types of habitat present and the potential for supporting special-status species on the project site and general vicinity.

The following animals were observed within the wetlands and uplands adjacent to the project area: green heron (*Butorides virescens*); great egret (*Ardea alba*); red-winged blackbird (*Agelaius phoeniceus*); double-crested cormorant (*Phalacrocorax auritus*); Red-tail hawk (*Buteo jamaicensis*), Northern harrier (*Circus hudsonius*), House finch (*Haemorhous mexicanus*), Rock pigeon (*Columba livia*), Killdeer (*Charadrius vociferous*), Black necked stilt (*Himantopus mexicanus*), Brewers blackbird (*Euphagus cyanocephalus*), Loggerhead shrike (*Lanius ludovicianus*), Western kingbird (*Tyrannus verticalis*), and Northern mockingbird (*Mimus polyglottos*).

Table 3.4-1. Potential for Special-Status Plant Species to Occur in the Project Area

Common and Scientific Name	Legal Status ¹		Habitat	Blooming Period	Elevation Range (ft)	Potential for Occurrence
	Federal	State/ CNPS				
<i>Cuscuta obtusiflora</i> var. <i>glandulosa</i> Peruvian dodder	–	–/2B.2	Marshes and swamps (freshwater)	July–October	45–920	Unlikely to occur ; marginally suitable habitat is present. Last seen in 1948 according to CNPS and believed to be extirpated according to Jepson. Only known occurrence in 9-quad CNDDDB search is considered to be an unreliable identification.
<i>Downingia pusilla</i> Dwarf downingia	–	–/2B.2	Valley and foothill grassland (mesic), Vernal pools	March–May	0–1,460	Unlikely to occur ; potentially suitable habitat is present in adjacent grasslands. No known occurrences within the project area. Nearest known occurrence in 9-quad CNDDDB search is located approximately 5 miles northeast.
<i>Gratiola heterosepala</i> Boggs Lake hedge-hyssop	--	SE/1B.2	Lake margin marshes and swamps, vernal pools, and other seasonal wetlands, primarily in clay soils	April–August	30–7,790	Unlikely to occur ; potentially suitable habitat is present in adjacent seasonal wetlands. No known occurrences within the project area. Nearest known occurrence in 9-quad CNDDDB search is located approximately 4.5 miles southeast.
<i>Hibiscus lasiocarpus</i> var. <i>occidentalis</i> Woolly rose-mallow	--	–/1B.2	Marshes and swamps (freshwater) / often in riprap on sides of levees	June–September	0–395	None ; no suitable habitat present for this species.
<i>Juglans hindsii</i> Northern California black walnut	--	–/1B.1	Riparian forest, Riparian woodland	April–May	0–1,445	Unlikely to occur . Only one known natural population since 2003. Nearest known occurrence in 9-quad CNDDDB search is located approximately 4 miles northwest and believed to be extirpated.

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Table 3.4-1. Potential for Special-Status Plant Species to Occur in the Project Area

Common and Scientific Name	Legal Status ¹		Habitat	Blooming Period	Elevation Range (ft)	Potential for Occurrence
	Federal	State/ CNPS				
<i>Juncus leiospermus</i> var. <i>ahartii</i> Ahart's dwarf rush	-	-/1B.2	Annual herb associated with valley and foothill grassland communities.	March–May		Unlikely to occur; potentially suitable habitat is present in adjacent grasslands. No known occurrences within the project area. Nearest known occurrence in 9-quad CNDDB search is located approximately 2.5 miles south.
<i>Legenere limosa</i> Legenere	--	-/1B.1	Vernal pools	April–June	0–2,885	Could occur; potentially suitable habitat is present in adjacent seasonal wetlands. No known occurrences within the project area. Nearest known occurrence in 9-quad CNDDB search is located approximately 2.5 mile southwest.
<i>Lepidium latipes</i> var. <i>heckardii</i> Heckard's pepper grass	--	-/1B.2	Valley and foothill grassland (alkaline flats)	March–May	5–655	Unlikely to occur; potentially suitable habitat is present in adjacent grasslands. No known occurrences within the project area. No known occurrence in 9-quad CNDDB search and nearest is located approximately 23 miles west.
<i>Navarretia myersii</i> ssp. <i>Myersii</i> Pincushion navarretia	-	-/1B.1	Annual herb. Endemic to California. Associated with vernal pool communities.	April–May	65–1,083	Unlikely to occur; potentially suitable habitat is present in adjacent seasonal wetlands. No known occurrences within the project area. Nearest known occurrence in 9-quad CNDDB search is located approximately 5 miles north at the CDFW Phoenix Field Ecological Reserve in Folsom
<i>Orcuttia tenuis</i> Slender orcutt grass	FT	SE/1B.1	Vernal pools / often gravelly	May–September (October)	110–5,775	Unlikely to occur; potentially suitable habitat is present in adjacent seasonal wetlands. No known occurrences within the project area. Nearest known occurrence in 9-quad CNDDB search is located approximately 2 miles north.
<i>Orcuttia viscida</i> Sacramento orcutt grass	FE	SE/1B.1	Vernal pools.	April–July (September)	95–330	Unlikely to occur; potentially suitable habitat is present in adjacent seasonal wetlands. No known occurrences within the project area. Nearest known occurrence in 9-quad CNDDB search is located approximately 1.5 miles southeast.

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Table 3.4-1. Potential for Special-Status Plant Species to Occur in the Project Area

Common and Scientific Name	Legal Status ¹		Habitat	Blooming Period	Elevation Range (ft)	Potential for Occurrence
	Federal	State/ CNPS				
<i>Sagittaria sanfordii</i> Sanford's arrowhead	--	–/1B.2	Shallow freshwater marshes and swamps in standing or slow-moving ponds and ditches.	May–October (November)	0–2,135	Known to occur; suitable habitat is present immediately adjacent to project site with a known occurrence in drainage channel east of levee along proposed route.
<i>Trifolium hydrophilum</i> Saline clover	--	–/1B.2	Salt marshes and in alkaline soils in moist valley and foothill grasslands and vernal pools.	April–June	0–985	Unlikely to occur; potentially suitable habitat is present in adjacent grasslands and seasonal wetlands. No known occurrences within the project area. No known occurrence in 9-quad CNDDDB search and nearest is located approximately 23 miles west.

Notes:

CNPS = California Native Plant Society

¹ Status explanations:

– = no listing.

Federal

FE = listed as endangered under the federal Endangered Species Act.

FT = listed as threatened under the federal Endangered Species Act.

State

SE = listed as endangered under the California Endangered Species Act.

SSC = state species of special concern

California Native Plant Society California Rare Plant Ranks:

1B = plant species considered rare, threatened, or endangered in California and elsewhere.

2B = plant species considered rare, threatened, or endangered in California but more common elsewhere.

4 = Watch List: Plants of limited distribution

California Rare Plant Threat Ranks:

0.1 = seriously threatened in California (>80% of occurrences are threatened and/or have high degree and immediacy of threat).

0.2 = moderately threatened in California (20–80% of occurrences are threatened and/or have moderate degree and immediacy of threat).

0.3 = not very threatened in California (<20% of occurrences are threatened and/or have low degree and immediacy of threat or no current threats known).

² Potential for Occurrence Definitions

Unlikely to occur: Species is unlikely to be present in the study area due to poor habitat quality, lack of suitable habitat features, or restricted current distribution of the species.

Could occur: Suitable habitat is available in the study area; however, there are little to no other indicators that the species might be present.

Known to occur: The species, or evidence of its presence, was observed in the study area during reconnaissance surveys, or was reported by others.

Sources: CDFW 2019; CNPS 2019; IPaC 2019; data compiled by AECOM in 2019

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Table 3.4-2. Special-Status Wildlife Species Known From or With Potential to Occur in the Project Vicinity

Common and Scientific Name	Legal Status ¹		Habitat	Potential for Occurrence ²	Rationale
	Federal	State			
Invertebrates					
Vernal pool fairy shrimp <i>Branchinecta lynchi</i>	FT	—	Vernal pools and other seasonal wetlands, typically small but including a wide range of sizes.	Could occur.	Seasonal wetlands with vernal pool characteristics (e.g., buried soil hardpan layer, presence of some vernal pool obligate plant species, and small areas of ponding) are present immediately adjacent to the project site. The nearest recorded occurrence is approximately 350 ft southwest of the project site.
Midvalley fairy shrimp <i>Branchinecta mesoavallensis</i>	-	-	Endemic but distribution poorly understood. Associated with vernal pools, vernal swales, and other ephemeral water features. Habitat requirements similar to other local fairy shrimp species but tend to be in more shallow pools	Could occur.	Seasonal wetlands with vernal pool characteristics (e.g., buried soil hardpan layer, presence of some vernal pool obligate plant species, and small areas of ponding) are present immediately adjacent to the project site. The nearest recorded occurrence is approximately 2 miles south of the project site.
Valley elderberry longhorn beetle <i>Desmocerus californicus dimorphus</i>	FT	—	Riparian scrub and riparian woodland; dependent upon elderberry plant as primary host species. Elderberry shrubs, typically in riparian habitats below 3,000 feet in elevation.	Unlikely to occur.	No known Elderberry shrub occurrences within the project area. Nearest known occurrence in 9-quad CNDDB search is located approximately 2.5 miles north along the American River.
Vernal pool tadpole shrimp <i>Lepidurus packardii</i>	FE	—	Vernal pools and other seasonal wetlands, typically medium to large but including a wide range of sizes with relatively long inundation period.	Could occur.	Seasonal wetlands with vernal pool characteristics (e.g., buried soil hardpan layer, presence of some vernal pool obligate plant species, and small areas of ponding) are present immediately adjacent to the project site. Nearest known occurrence in 9-quad CNDDB search is located approximately 350 ft southwest of the project site.
California linderiella <i>Linderiella occidentalis</i>	--	--	Vernal pools and other seasonal wetlands, typically fairly large and deep but includes a wide range of sizes.	Could occur.	Seasonal wetlands with vernal pool characteristics (e.g., buried soil hardpan layer, presence of some vernal pool obligate plant species, and small areas of ponding) are present immediately adjacent to the project site. Nearest known occurrence in 9-quad CNDDB search is located 50 ft southwest of the project site.

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Table 3.4-2. Special-Status Wildlife Species Known From or With Potential to Occur in the Project Vicinity

Common and Scientific Name	Legal Status ¹		Habitat	Potential for Occurrence ²	Rationale
	Federal	State			
Reptiles and Amphibians					
California tiger salamander <i>Ambystoma californiense</i>	FT	ST	Vernal pools and seasonal wetlands with a minimum 10-week inundation period and surrounding uplands, primarily grasslands, with burrows and other belowground refugia (e.g., rock or soil crevices). Not known to breed in streams or rivers.	Unlikely to occur.	Seasonal wetlands with vernal pool characteristics (e.g., buried soil hardpan layer, presence of some vernal pool obligate plant species, and small areas of ponding) are present within the project area. Nearest known occurrence in 9-quad CNDDB search is located approximately 14 miles southeast of the project site.
Western pond turtle <i>Emys marmorata</i>	—	SSC	Inhabits permanent and intermittent waters, including marshes, streams, rivers, ponds, and lakes with emergent logs or boulders for basking. Nests in sandy banks along large slow-moving streams or upland in a variety of soils.	Unlikely to occur.	No suitable nesting or basking habitat occurs within the project site. The Folsom South Canal could be utilized to migrate but unlikely to mobilize up levee from water to adjacent uplands. Nearest known occurrence in 9-quad CNDDB search is located 850ft south of the project site at Mather Lake.
Western spadefoot <i>Spea hammondi</i>	--	SSC	Occurs primarily in grassland habitats but can be found in valley-foothill hardwood woodlands. Vernal pools are essential for breeding and egg-laying.	Unlikely to occur.	Seasonal wetlands or vernal pools are present immediately adjacent to the project site. Nearest known occurrence in 9-quad CNDDB search is located approximately 1.5 miles south of the project site.
Giant garter snake <i>Thamnophis gigas</i>	FT	ST	Slow-moving streams, sloughs, ponds, marshes, inundated floodplains, rice fields, and irrigation/drainage ditches on the Central Valley floor with mud bottoms, earthen banks, emergent vegetation, abundant small aquatic prey and absence or low numbers of large predatory fish. Also require upland refugia not subject to flooding during the snake's inactive season.	Could occur.	No suitable habitat occurs within the project site. The Folsom South Canal could be utilized to migrate but unlikely to mobilize up levee from water to adjacent uplands for refugia. Nearest known occurrence in 9-quad CNDDB search is located 11.25 miles southwest of the project site.

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Table 3.4-2. Special-Status Wildlife Species Known From or With Potential to Occur in the Project Vicinity

Common and Scientific Name	Legal Status ¹		Habitat	Potential for Occurrence ²	Rationale
	Federal	State			
Birds					
Cooper's hawk <i>Accipiter cooperii</i>	-	SSC	Typically associated with riparian forest and other wooded areas. Preys on medium-sized birds as well as small mammals and reptiles. Breeding typically occurs from April to June. Nest in mid- to large-sized trees.	Unlikely to occur.	Ruderal habitat nearby may provide foraging habitat for raptors but the project site does not include any trees for potential nest sites. There are no likely nest trees in the general site vicinity that would be disturbed by activities associated with the proposed project. Nearest known occurrence in 9-quad CNDDB search is located 3 miles east of the project site.
Great blue heron (rookery) <i>Ardea herodias</i>	-	SSC	Typically nest in large breeding colonies or rookeries. Breeding season typically February-August. Rookeries typically found in large trees in riparian habitat.	Unlikely to occur.	No rookeries or significant large riparian trees occur on the project site. Ruderal habitat nearby may provide foraging habitat for herons but the project site does not include any trees for potential nest sites. There are no likely nest trees in the general site vicinity that would be disturbed by activities associated with the subtransmission line construction. Nearest known occurrence in 9-quad CNDDB search is located approximately 3.5 miles west along the American River.
Great egret (rookery) <i>Ardea alba</i>	-	SSC	Typically nest in large breeding colonies or rookeries. Breeding season typically February–August. Rookeries typically found in large trees in riparian habitat.	Unlikely to occur.	No rookeries or significant large riparian trees occur on the project site. Ruderal habitat nearby may provide foraging habitat for herons but the project site does not include any trees for potential nest sites. There are no likely nest trees in the general site vicinity that would be disturbed by activities associated with the subtransmission line construction. Nearest known occurrence in 9-quad CNDDB search is located approximately 3.5 miles west along the American River.
Tricolored blackbird <i>Agelaius tricolor</i>	–	SCT/SSC	Forages in agricultural lands and grasslands; nests in marshes, riparian scrub, and other areas that support cattails or dense thickets of shrubs or herbs. Requires open water and protected nesting substrate, such as flooded, spiny, or thorny vegetation.	Could occur.	No suitable nesting habitat is present within the project site. Nearby Morrison Creek, an associated pond, and Folsom South Canal are not characterized by dense, tall wetland vegetation that is typically associated with tricolored blackbird breeding colonies. Nearest known occurrence in 9-quad CNDDB search is located within the scope of the project but is likely extirpated due to development.

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Table 3.4-2. Special-Status Wildlife Species Known From or With Potential to Occur in the Project Vicinity

Common and Scientific Name	Legal Status ¹		Habitat	Potential for Occurrence ²	Rationale
	Federal	State			
Golden eagle <i>Aquila chrysaetos</i>	--	FP	Nests and forages in grasslands, agricultural lands, open shrublands, and open woodlands with existing ground squirrel burrows or friable soils. Suitable burrow sites consist of short, herbaceous vegetation with only sparse cover of shrubs.	Unlikely to occur.	Ruderal habitat nearby may provide foraging habitat but the project site does not include any trees for potential nest sites. There are no likely nest trees in the general site vicinity that would be disturbed by activities associated with the substation construction. Nearest known nesting occurrence is outside of the 9-quad CNDDB search and is located approximately 18 miles southeast.
Western Burrowing owl <i>Athene cunicularia</i>	—	SSC	For nesting and foraging, grasslands, agricultural fields, and low scrub habitats, especially where ground squirrel burrows are present; occasionally inhabit artificial structures and small patches of disturbed habitat.	Could occur.	The site is adjacent to grassland and ruderal habitat along Morrison Creek and the Folsom South Canal levee that may provide potential forage and nesting opportunities for burrowing owl. Avoidance measures will be needed for active nest sites in site vicinity during construction. Spring surveys will be conducted to identify any new active nest sites. No suitable burrows observed within the project site during site survey. Nearest known occurrence in 9-quad CNDDB search is located 0.75 miles east of the project site.
Swainson's hawk <i>Buteo swainsoni</i>	—	ST	Typically nests in large, mature trees in open woodlands, woodland margins, in riparian strips along drainage canals, or in isolated trees; typically places nests high in trees; forages in native grasslands and agricultural fields (hay and grain crops, lightly grazed pastures, and some row crops) up to 10 miles or more from nest sites, depending on habitat availability and cropping patterns; alfalfa is of particular importance.	Could occur.	Ruderal habitat nearby may provide foraging habitat for raptors but the project site does not include any trees for potential nest sites. There are no likely nest trees in the general site vicinity that would be disturbed by activities associated with the proposed project. Nearest known occurrence in 9-quad CNDDB search is located 0.5 miles east of the project site.

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Table 3.4-2. Special-Status Wildlife Species Known From or With Potential to Occur in the Project Vicinity

Common and Scientific Name	Legal Status ¹		Habitat	Potential for Occurrence ²	Rationale
	Federal	State			
Western yellow-billed cuckoo <i>Coccyzus americanus occidentalis</i>	FT	SE	Nest in riparian forests along the broad, lower flood-bottoms or larger river systems; also, belts of live oak paralleling stream courses.	Unlikely to occur.	Riparian forest habitat required by this species is not present in or adjacent to the project site. There are no known breeding populations in the central valley between Colusa on the Sacramento River and the Kern River in northern Kern County. Nearest known CNDDDB occurrence that is not extirpated is located approximately 25 miles southwest.
White-tailed kite <i>Elanus leucurus</i>	–	FP	Forages in grasslands and agricultural fields; nests in riparian zones, oak woodlands, and isolated trees.	Could occur.	Ruderal habitat nearby may provide foraging habitat for raptors but the project site does not include any trees for potential nest sites. There are no likely nest trees in the general site vicinity that would be disturbed by activities associated with the proposed project. Nearest known occurrence in 9-quadrant CNDDDB search is located 0.3 miles south of the project site.
Song sparrow ("Modesto" population) <i>Melospiza melodia</i>	–	SSC	Nests and forages primarily in emergent marsh, riparian scrub, and early successional riparian forest habitats in the north-central portion of the Central Valley; infrequently in mature riparian forest and sparsely vegetated ditches and levees. Forages primarily on exposed ground or in leaf litter.	Unlikely to occur.	No suitable emergent marsh, riparian scrub or riparian forest is present for nesting within the project area. Nearest known occurrence in CNDDDB search is located approximately 14 miles west of the project site.
Purple martin (breeding colony) <i>Progne subis</i>	-	SSC	A summer migrant to the Sacramento area. Associated with a variety of habitats but usually in open areas. Typically nest in hollow trees and nest boxes. Found nesting in crevices of bridges in Sacramento. Nesting season February–August.	Could occur.	Suitable nesting habitat exist in bridges and flume over the Folsom South Canal. There is no other suitable tree, nest box, or high-profile nesting opportunities in the general vicinity of the site. Nearest known occurrence in 9-quadrant CNDDDB search is located 8.5 miles north of the project site.
Bank swallow <i>Riparia</i>	–	ST	Nests in colonies in unvegetated vertical banks with fine-textured, sandy soils, typically next to streams, rivers, or lakes, occasionally in gravel quarries or other eroding bluffs. Forages in a variety of habitats near nests.	Unlikely to occur.	No suitable habitat present for this species along the banks or levee of the Folsom South Canal and adjacent levees. However, no evidence of past nesting was. Nearest known occurrence in 9-quadrant CNDDDB search is located 2.5 miles north of the project site.

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Table 3.4-2. Special-Status Wildlife Species Known From or With Potential to Occur in the Project Vicinity

Common and Scientific Name	Legal Status ¹		Habitat	Potential for Occurrence ²	Rationale
	Federal	State			
Yellow-headed blackbird <i>Xanthocephalus</i>	--	SSC	Nests in freshwater emergent wetlands with dense vegetation, deep water, and an abundance of large insects, typically on the edges of lakes, reservoirs, or large ponds.	Unlikely to occur.	No substantial freshwater emergent wetland vegetation or marsh vegetation is present for nesting within the project area. Nearest known occurrence in CNDDDB search is located 15.5 miles southwest of the project site.
Mammals					
American badger <i>Taxidea taxus</i>	--	SSC	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats with friable soils. Need friable soils to dig large burrows for dens.	Could occur.	No burrows were detected within the study area during the site survey. However, soils on site are suitable for badger. The nearest recorded occurrence is approximately 9 miles west of the project site. Badgers require large areas of open land while the project vicinity is too confined by encroaching development.
<p>Notes:</p> <p>CNDDDB = California Natural Diversity Database; DPS = Distinct Population Segment;</p> <p>¹ Status explanations: – = no listing.</p> <p>Federal FE = listed as endangered under the federal Endangered Species Act. FT = listed as threatened under the federal Endangered Species Act.</p> <p>State SCT = state candidate for listing as threatened under the California Endangered Species Act. SE = listed as endangered under the California Endangered Species Act. SSC = state species of special concern ST = listed as threatened under the California Endangered Species Act.</p> <p>² Potential for Occurrence Definitions Unlikely to occur: Species is unlikely to be present in the study area due to poor habitat quality, lack of suitable habitat features, or restricted current distribution of the species. Could occur: Suitable habitat is available in the study area; however, there are little to no other indicators that the species might be present. Known to occur: The species, or evidence of its presence, was observed in the study area during reconnaissance surveys, or was reported by others.</p> <p>Sources: CDFW 2019; CNPS 2019 eBird 2019; data compiled by AECOM in 2019.</p>					

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Many federal, state and local laws and regulations protect biological resources in California. The following are applicable to the proposed project:

- Federal Clean Water Act (Section 404 and 401) – protection of wetlands and other waters of the United States
- State Porter Cologne Act – protects waters of the State
- Federal and State Endangered Species Acts – protection of species federally or state listed or proposed for listing
- Federal Migratory Bird Treaty Act – protects birds and their nests
- Fish and Game Code Section 3503 – protects active nest or eggs of any bird
- Fish and Game Code Section 1600 – requires permit to alter bed and bank of streams and lakes
- City of Rancho Cordova General Plan – contains policies to protect species and wetlands

3.4.2 Impacts

Answers to Checklist Questions

Question a: No federal- or state-listed species were observed during the 2006, 2015 and 2019 reconnaissance surveys of the project area. The ruderal and grassland habitats in the project area have very limited potential to support special-status species. The project area has been graded, and vegetative cover consists of non-native grasses and forbs, and is periodically mowed and trimmed. Thus, special-status plant and wildlife species are not expected to be affected by the proposed project because they are generally absent from the project area. The possible exceptions are burrowing owls and nesting birds. Refer to Figure 3.4-2 (CNDDDB Map) for locations of special-status species that have previously been documented in the project vicinity.

A moderate potential exists for the project area to support burrowing owl habitat in the levee banks, although owl burrows were not observed during the 2006, 2015 or 2019 field surveys. Project implementation could disturb levee banks and therefore could have adverse impacts on burrowing owls, if present. **Mitigation Measure Bio-1** would be implemented to avoid potential disturbance to nesting burrowing owls. Thus, the impact would be **less than significant with mitigation**.

Construction of the subtransmission line would result in temporary disturbances to wildlife habitat, including potential nesting bird habitat. There is a low potential for white-tailed kite to nest in the project area due to limited nesting habitat, generally limited to areas adjacent to the White Rock substation in the northern portion of the project area. **Mitigation Measure Bio-2** would be implemented to avoid potential disturbance to nesting birds, if present. Thus, the impact would be **less than significant with mitigation**.

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Operation of the subtransmission line would not result in a significant loss of habitat, but it could result in harm to birds from electrocutions and collisions with the subtransmission line. The proposed subtransmission pole design (Figure 2-2) is in compliance with the Avian Power Line Interaction Committee's (APLIC) suggested practices which were developed to reduce bird electrocutions and collisions (APLIC 2006). In addition, the project is located within a rapidly developing area and not within a recognized bird migratory pathway. Therefore, the risk of collision with powerlines is considered to be low. Therefore, the proposed project's impact on birds resulting from collisions or electrocutions with subtransmission lines would be **less than significant**.

Question b: The physical footprint of the project alignment does not contain riparian habitat or any other sensitive natural communities. However, sensitive wetland features are present immediately adjacent to the project area, located to the east of the Folsom South Canal and north of Douglas Road (Figure 3.4-1). Project implementation would not directly affect off-site sensitive wetland features, but construction activity has a potential to disturb soil that could be carried by wind or rain into the adjacent habitat. Application of measures for construction sites contained in the California Stormwater Quality Association (CASQA's) Stormwater Best Management Practice Handbook would reduce these impacts by protecting soil from wind or water erosion. The impact would be **less than significant with mitigation**.

Question c: The project area is immediately adjacent to several seasonal wetland features³. In addition, a roadside ditch runs parallel to and on the east side of Folsom South Canal; additional ditches are present north and south of Douglas Road (Figure 3.4-1). These features could potentially support special-status plant and wildlife species such as vernal pool fairy shrimp and/or vernal pool or wetland-adapted plant species. Direct impacts during construction are possible as a result of construction in close proximity of wetland features to the proposed alignment; construction workers, equipment, and/or materials could inadvertently stray into these aquatic features. The chance of such inadvertent effects to wetlands and any potential associated species would be minimized through implementation of **Mitigation Measure Bio-3**. Indirect effects on the water quality of these features during project construction would be minimized through implementation of measures for construction sites contained in the California Stormwater Quality Association (CASQA's) Stormwater Best Management Practice Handbook. Therefore, impacts on wetlands resulting from implementation of the proposed project are expected to be **less than significant with mitigation**.

Question d: A moderate potential exists for the project area to support burrowing owls that may use habitat in the levee banks, and project implementation could disturb the levee banks. **Mitigation Measure Bio-1** would be implemented to avoid potential disturbance to nesting owls. The impact would be **less than significant with mitigation**.

Construction of the subtransmission line would result in temporary disturbances to wildlife habitat, including potential nesting bird habitat. **Mitigation Measure Bio-2** would be implemented to

³ Please note that the location and boundaries of the aquatic features on site are approximate and based solely on visual inspection in the field. A protocol-level wetland delineation was not undertaken.

avoid potential disturbance to nesting bird habitat. The impact would be **less than significant with mitigation**.

Question e: The proposed project would not conflict with any local biological resources policies or ordinances, including the conservation goals in the Rancho Cordova General Plan or the Villages of Zinfandel Special Planning Area Ordinance. Therefore, **no impact** would occur.

Question f: The South Sacramento Habitat Conservation Plan (HCP) was adopted by Sacramento County, the cities of Rancho Cordova and Galt and the Capital South East Connector Joint Powers Authority (JPA) and is in effect in the project area. SMUD is not a signatory to the HCP. However, the proposed project is not expected to have any direct effect on the 28 covered species or waters. Neither construction nor operation of the proposed line is expected to require a permit for any of the covered species, and the proposed activities would not adversely affect implementation of the HCP. Therefore, **no impact** would occur.

3.4.3 Mitigation

Mitigation Measure Bio-1. Conduct Pre-Construction Burrowing Owl Survey and Implement Impact Avoidance and Minimization Measures for Burrowing Owl.

SMUD will:

- a) *Conduct a burrowing owl pre-construction survey no more than 30 days before the start of construction to determine whether owls are occupying areas on or within 200 meters (approximately 650 feet) of the project area (CDFG 2012). The surveys will be conducted by a qualified biologist who is experienced in burrowing owl survey techniques.*
- b) *During the non-breeding season (September 1 through January 31), any burrowing owls occupying the project area will be passively relocated. This will include installation of one-way doors to let the owls out but not allow them to re-enter the burrow.*
- c) *During the breeding season (February 1 through August 31), 200 meter protective buffers will be maintained around burrows occupied by owls until a California Department of Fish and Wildlife (CDFW) approved biologist is consulted to determine appropriate action and potential mitigation. Actions may include passive relocation (if it is determined that the owls have not begun laying eggs) or postponing construction in the area until the young are fledged and no longer dependent on the nest burrow. After fledglings are capable of independent survival or non-breeding adult owls have been excluded, the burrow can be destroyed.*

Mitigation Measure Bio-2. Conduct Pre-construction Nest Surveys and Implement Impact Avoidance Measures.

If construction activities occur during the nesting season (February 1 to September 15), pre-construction surveys for the presence of nesting birds will be conducted by a qualified biologist in suitable habitat within 500 feet of the project area boundaries. If

active nests are identified, a qualified biologist will establish an appropriate avoidance buffer (500' for raptors and 100' for songbirds). If the avoidance buffer cannot be maintained for raptors, then CDFW will be consulted to develop measures to avoid "take" of active nests. For songbirds, a qualified biologist may adjust the buffer. Avoidance measures may include establishing a buffer zone, using construction fencing, or postponing construction activities until after the nesting season or until after a qualified biologist has determined the young have fledged and are independent of the nest site.

Mitigation Measure Bio-3. Erect High Visibility Fencing around each Aquatic Feature.

Prior to the start of construction, SMUD will stake and erect orange or other brightly colored safety barrier fencing around the perimeter of wetland features within 25' of pole placement areas and inform all site personnel that entry inside the fencing is prohibited. Fencing will remain in place until construction activities near the wetland and pole, including site cleanup, is complete.

3.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<i>Would the project:</i>				
a) <i>Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Disturb any human remains, including those interred outside of dedicated cemeteries?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3.5.1 Environmental Setting

The project alignment has been the subject of three investigations conducted in 2006 (SWCA 2006), 2015 (AECOM 2015) and 2019 (AECOM 2019). The findings of the 2006 and 2015 reports indicated that no prehistoric resources, historic structures, or archaeological deposits are located in the proposed project's Area of Potential Effect (APE). The APE is defined as the area of direct impact, where project-related ground disturbance may occur, as well as the adjacent areas within the right-of-way. The 2019 cultural resources investigation revealed the presence of a historic mining district within the northern portion of the APE.

To update and verify these findings, AECOM conducted a cultural records search in June of 2019 at the California Historic Resources Information System North Central Information Center in Sacramento. The search included a 0.25-mile buffer around the project APE. Seven previous cultural resources studies (True 1981; Peak and Associates 1982; McIvers 1985; Peak 2004; CH2M HILL 2005; Carpenter 2007, ICF Jones and Stokes 2008, AECOM 2015, Collins, 2016) were found to contain archaeological survey coverage in the project's APE. Resource P-34-000335/CA-SAC-308H, a historic mining district, was identified within the northern portion of the APE. Although the district extends across the northern portion of the APE, no cultural resources associated with P-34-000335/CA-SAC-308H have been recorded in the area.

On May 16, 2019, an AECOM archaeologist conducted a reconnaissance level pedestrian survey of the APE from International Drive to Douglas Road along the Sunrise Boulevard side of the Folsom South Canal and along Douglas Road towards Sunrise Boulevard using 15 foot transects. Thick groundcover of grasses and wildflowers obscured surface visibility over much of the APE. No cultural resources were observed during the survey.

3.5.2 Impacts

Answers to Checklist Questions

Questions a and b: No historic or archaeological resources have been identified in the project APE. A historic mining district has been documented to overlap with part of the project APE, however, no resources associated with this district were documented during the site survey. The site is rapidly urbanizing and the ground has been previously disturbed by various activities including road and canal construction, and residential and industrial development. However, the possibility always exists that potentially significant unidentified prehistoric, historic, or archaeological materials can be encountered on or below the surface during project construction activities. Therefore, this impact is considered **potentially significant**. SMUD would implement **Mitigation Measures Cul-1** and **Cul-2** in the event that subsurface archaeological resources are discovered during project construction. The impact would be **less than significant with mitigation**.

Question c: No human remains have been found in the project vicinity. However, the possibility always exists that human remains can be encountered below the surface during project construction activities. Therefore, this impact is considered **potentially significant**. SMUD would implement **Mitigation Measures Cul-1** and **Cul-2** in the event that human remains are discovered during project construction. The impact would be **less than significant with mitigation**.

3.5.3 Mitigation

Cultural Resources

Mitigation Measure CR-1: Worker Awareness and Response for Cultural and Tribal Cultural Resources

Prior to the start of construction, SMUD shall provide information to the construction contractor and SMUD's project superintendent regarding the potential for cultural and tribal cultural resources that could be encountered during ground disturbance, the regulatory protections afforded to such finds, and the procedures to follow in the event of discovery of a previously unknown resource, including notifying SMUD representatives.

If workers observe any evidence of prehistoric, historic, paleontological, or tribal cultural resources (e.g., freshwater shells, beads, bone tool remnants, bones, stone tools, grinding rocks, foundations or walls, structures, refuse deposits, or fossils), all work within 50 feet of the find shall cease immediately and SMUD representatives shall be notified. An archaeologist meeting the Secretary of the Interior's required qualifications or a paleontologist meeting the Society of Vertebrate Paleontology's minimum qualifications shall be consulted to assess the significance of the cultural or paleontological find and recommend appropriate measure for the treatment of the resource. Potential treatment may include no action (i.e., the resource is not significant), avoidance of the resource, or data recovery. If the resource may be of Native American origin, SMUD shall consult with the tribes to whom the resource could have importance.

Mitigation Measure CR-2: Halt Ground Disturbance Upon Discovery of Human Remains

If human remains are discovered during any project activities, potentially damaging ground disturbing activities within 100 feet of the remains shall be halted immediately, and SMUD shall notify the Sacramento County coroner and the NAHC immediately, as required by Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.05. If the remains are determined by NAHC to be Native American, the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. SMUD shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. Following the coroner's and NAHC's findings, the archaeologist, and the NAHC-designated Most Likely Descendant shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in PRC Section 5097.94.

3.6 ENERGY

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<i>Would the project:</i>				
a) <i>Result in potentially significant environmental Impact due to wasteful, inefficient or unnecessary consumption of energy resources, during project construction or operation?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.6.1 Environmental Setting

California relies on a regional power system consisting of a diverse mix of natural gas, petroleum, renewable, hydroelectric, and nuclear generation resources. One-third of the energy consumed in California is produced by combusting natural gas. Almost half of California's net electricity generation in 2017 was from renewable resources, including hydropower. Natural gas-fired power plants fueled more than 40 percent of total in-state net electricity generation. Nuclear power supplies less than 10 percent of net generation, as one of the two nuclear power plants in the state was permanently retired in mid-2013. More than one-fourth of California's electricity supply comes from out-of-state generation facilities (EIA 2018).

California is among the top states for generation of electricity from renewable resources. In 2017, the state was the leader in total utility-scale electricity generation from renewable resources, including hydroelectric power. California typically leads the nation in solar, geothermal, and biomass energy generation. In 2017, the state was also the nation's second largest producer of electricity from conventional hydroelectric power and fifth largest producer of wind energy. California has six major wind resource areas and many smaller wind sites (EIA 2018).

Transportation represented approximately 39.8 percent of California's energy consumption in 2016, followed by 23.7 percent consumed by industrial land uses, 18.9 percent consumed by commercial land uses, and 17.7 percent consumed by residential uses (EIA 2018).

3.6.2 Impacts

Answers to Checklist Questions

Question a: Project construction would require the use of transportation fuels (diesel and gasoline). Heavy-duty construction equipment, vehicle trips used for transporting materials, and worker commute trips to and from the project site would all consume energy. These are all

considered necessary components of the project's construction phase and would not result in wasteful, inefficient, and unnecessary consumption of energy. Once completed, the project would serve as an integral component of SMUD's power transmission system and would increase SMUD's overall capacity to transmit power to meet demand. For these reasons, this impact would be **less than significant**.

Question b: This project would increase SMUD's capacity for power transmission and support system operations. The project would not consume energy during operation; therefore, the project would not demand new energy services and facilities nor conflict with adopted plans or policies. Therefore, the proposed project would result in **no impact**.

3.6.3 Mitigation

No mitigation is necessary.

3.7 GEOLOGY AND SOILS

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<i>Would the project:</i>				
<i>a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</i>				
<i>i) Rupture of a known earthquake fault, as delineated in the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines & Geology Special Publication 42.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>ii) Strong seismic ground shaking?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>iii) Seismic-related ground failure, including liquefaction?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>iv) Landslides?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>b) Result in substantial soil erosion or the loss of topsoil?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>d) Be located on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.7.1 Environmental Setting

Geology

The project alignment is located along the eastern edge of the Sacramento Valley, adjacent to the transition zone to the Sierra Nevada foothills. Based on a review of geologic mapping prepared by Helley (1979), Bartow and Helley (1979), and Helley and Harwood (1985), the project area is located within three distinct geologic formations.

- **Dredge Tailings**—A few remnant low mounds of Holocene-age (i.e., 11,700 years Before Present [B.P.] to Present Day) dredge tailings occur near the northern portion of the proposed subtransmission line route along Sunrise Boulevard.
- **Riverbank Formation**—The Riverbank Formation is Pleistocene in age, between 130,000 and 450,000 years B.P. The Riverbank Formation forms high alluvial fans and terraces of major rivers, such as the American River and Sacramento River.
- **Laguna Formation**—The Laguna Formation is of Pliocene age (approximately 5 million years B.P.) and consists of reddish to yellowish brown silt to sandy silt and clay with minor lenticular gravel beds.

Soils

A review of the Natural Resources Conservation Service (NRCS) soil survey data indicates that project area soils are generally well drained, are moderately susceptible to water erosion, are not susceptible to wind erosion, are of moderately high permeability, and have a moderate shrink-swell potential (NRCS 2014).

Seismic Hazards

No known active faults or Alquist-Priolo Earthquake Fault Special Study Zones are present in Sacramento County (Jennings 1994; California Geological Survey (CGS) 2012). With the exception of the Cleveland Hills fault located near Lake Oroville, the western Sierra Nevada foothills have not been seismically active in the last 11,700 years (Holocene time) (Jennings 1994). Faults with known or estimated activity during the Holocene generally are located in the San Francisco Bay Area to the west, or in the Lake Tahoe area to the east.

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (the Alquist-Priolo Act) of 1972 prohibits placement of structures intended for human occupancy across active fault traces in California. The Alquist-Priolo Act requires delineation of earthquake fault zones along active faults to address seismic concerns as they relate to public safety and project design. The Alquist-Priolo Act only addresses the hazards of surface fault rupture and is not intended to regulate activities relating to other earthquake hazards, such as liquefaction, landslides, or tsunamis. Cities and counties are required to regulate development projects within Alquist-Priolo earthquake fault zones.

3.7.2 Impacts

Answers to Checklist Questions

Question a: Because the project area does not overlie any known faults and is not within or near an Alquist-Priolo special study zone, the likelihood of ground rupture is very low. The project alignment is not located in a seismically active area, nor is the project an occupied structure that could result in risk of injury or death.

With the exception of the dredge tailings near the upper northeast corner of the proposed subtransmission route, the project area is underlain by stable rock formations, the depth to groundwater is more than 50 feet below the surface (AECOM 2006), and known active seismic sources are a relatively long distance from the project area. Therefore, liquefaction and lateral spreading are unlikely to occur. In addition, the project area is located in a topographically flat area. The impact would be **less than significant**.

Question b: A review of NRCS soil survey data indicates that project area soils are not susceptible to wind erosion, are moderately permeable, and are moderately susceptible to water erosion (NRCS 2014). However, soil disturbance would be limited to project-related equipment and trucks moving on the soil surface. Excavation would be limited to the use of an auger to drill 13-foot-deep holes for new poles. Furthermore, construction activities would not occur during the winter months. Ground disturbance resulting from construction of the proposed project would be less than 1 acre of land. SMUD would implement measures for construction sites contained in the California Stormwater Quality Association (CASQA's) Stormwater Best Management Practice Handbook to minimize soil erosion and reduce exposure of soil to wind or water. Impacts would be **less than significant**.

Question c: As discussed in the response to Question a, the project is not within a seismically active area and the potential for seismically induced lateral spreading, landslides, liquefaction, or settlement are considered to be low. Although the dredge tailings near the northeast corner of the project area are unstable, the proposed project would not entail any excavation activities in this area. In addition, project-related excavation would not occur within creek banks where lateral spreading and subsidence may occur. Furthermore, because construction activities would not occur during the rainy winter months, construction-related liquefaction from shallow soils underlain by a clay hardpan (in the Laguna Formation) would not represent a hazard. Therefore, the impact would be **less than significant**.

Question d: Expansive soils are defined by the presence of a high percentage of clays that greatly increase in volume when wet and shrink when dried. This may cause building foundations to rise and fall during wet and dry periods and may damage underground utilities and other structures. A review of NRCS soil survey data indicates that project area soils are moderately expansive (NRCS 2014). The project requires limited disturbance involving auguring holes of small circumference to a depth of 13 feet and setting the steel replacement poles. The moderate clay content of the soil would not adversely affect placement or continued strength of the poles. Therefore, the impact would be **less than significant**.

Question e: Implementation of the proposed project would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, **no impact** would occur.

Question f: No unique paleontological or geologic features are known in or around the project area and none are expected. In the event a previously unknown resource is uncovered, Mitigation Measure Cul-1 would reduce this impact to **less than significant**.

3.7.3 Mitigation

No mitigation is necessary.

3.8 GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<i>Would the project:</i>				
a) <i>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant effect on the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.8.1 Environmental Setting

Certain gases in the atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the Earth's surface temperature and weather patterns. A portion of the solar radiation that enters the atmosphere is absorbed by the Earth's surface, and a smaller portion of this radiation is reflected back towards space. This infrared radiation (i.e., thermal heat) is absorbed by GHGs in the atmosphere. As a result, infrared radiation released from the Earth that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the "greenhouse effect," is responsible for maintaining a habitable climate on the Earth.

GHG emissions related to human activities have been determined as "extremely likely" to be responsible (indicating 95 percent certainty) for intensifying the greenhouse effect and leading to a trend of unnatural warming of the atmosphere and oceans, with corresponding effects on global circulation patterns and climate (ARB 2014). The quantity of GHGs that it takes to ultimately result in climate change is not precisely known; however, no single project is expected to measurably contribute to a noticeable incremental change in the global average temperature, or to a global, local, or micro climate.

GHGs are present in the atmosphere naturally, are released by natural and anthropogenic sources, and are formed from secondary reactions taking place in the atmosphere. Natural sources of GHGs include the respiration of humans, animals, and plants; decomposition of organic matter; and evaporation from the oceans. Anthropogenic sources include the combustion of fossil fuels, waste treatment, and agricultural processes. The following GHGs are widely accepted as the principal contributors to human-induced global climate change:

- Carbon dioxide (CO₂)
- Methane (CH₄)
- Nitrous oxide (N₂O)
- Hydrofluorocarbons
- Perfluorocarbons

- Sulfur hexafluoride
- Nitrogen Trifluoride

The majority of CO₂ emissions are byproducts of fossil fuel combustion, which would be the main GHG pollutant generated by the proposed project. CH₄ is the main component of natural gas and is associated with agricultural practices and landfills. N₂O is a gas that results primarily from industrial processes, vehicle emissions, and agricultural practices.

Global warming potential (GWP) is a concept developed to compare the ability of each GHG to trap heat in the atmosphere with that of CO₂. The GWP of a GHG is based on several factors, such as the relative effectiveness of a gas to absorb infrared radiation and the length of time that the gas remains in the atmosphere (its “atmospheric lifetime”). The GWP of each gas is measured relative to CO₂, the most abundant GHG. GHGs with lower emissions rates than CO₂ still may contribute to climate change because they are more effective than CO₂ at absorbing outgoing infrared radiation (i.e., they have a high GWP). The concept of CO₂ equivalent (CO₂e) is used to account for the different GWP potentials of GHGs to absorb infrared radiation.

With the passage of specific legislation (including Senate Bills, Assembly Bills [ABs], and executive orders), California launched an innovative and proactive approach to addressing GHG emissions and climate change at the State level. The goal of Executive Order S-3-05, enacted in 2005, was to reduce California’s GHG emissions to 2000 levels by 2010, 1990 levels by 2020, and 80 percent below 1990 levels by 2050. In 2006, this goal was reinforced with the passage of AB 32, the Global Warming Solutions Act. AB 32 further requires that the California Air Resources Board (ARB) create a plan to include market mechanisms and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases.” On December 14, 2017, ARB approved the *2017 Climate Change Scoping Plan: The Strategy for Achieving California’s 2030 Greenhouse Gas Target*, which lays out the framework for achieving the 2030 reductions as established in EO B-30-15, SB 32, and AB 197 (discussed below).

3.8.2 Impacts

Answers to Checklist Questions

Question a: Project construction-related GHG exhaust emissions would be generated by sources such as heavy-duty off-road equipment, trucks hauling materials to the project area, and worker commute vehicles. Operational emissions would be very limited and occur only when a worker must visually inspect a pole or line. The maximum annual emissions during project construction (1–2 months in a single year) would be approximately 56 metric tons (MT) CO₂e per year.

The Sacramento Metropolitan Air Quality Management District (SMAQMD) has established a quantitative significance threshold of 1,100 MT CO₂e per year for construction or operation of a land use development project (SMAQMD 2014). Any residential, commercial, or industrial project that would generate more than 1,100 MT CO₂e per year would make a cumulatively considerable incremental contribution to climate change.

The total construction and operational GHG emissions associated with the proposed project would be less than the threshold of 1,100 MT CO₂e per year. Therefore, the proposed project would not generate GHG emissions, either directly or indirectly that may have a significant effect on the environment. The impact would be **less than significant**.

Question b: SMUD has adopted renewable energy portfolio standards that provide a sustainable power supply through the use of an integrated resource planning process. In reducing its net GHG emissions, SMUD will utilize energy efficiency, renewable and carbon free resources, including large hydroelectric resources, solar, wind, and biogas.

As discussed previously, the proposed project would not emit GHGs at a level that would cause a significant impact on the environment or would have a cumulatively considerable incremental contribution to a significant impact on the environment; consequently, the project would not be expected to substantially conflict with existing legislation and GHG reduction plans adopted to reduce GHG emissions. Therefore, the proposed project would not conflict with any applicable plan, policy, or regulation for the purpose of reducing GHG emissions. This impact would be **less than significant**.

3.8.3 Mitigation

No mitigation is necessary.

3.9 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<i>Would the project:</i>				
a) <i>Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or to the environment?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) <i>Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) <i>Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.9.1 Environmental Setting

Hazardous Materials

The California Department of Toxic Substances Control's (DTSC) EnviroStor geographic information system (GIS) database (2019a), the California Environmental Protection Agency's (CalEPA) Cortese List (CalEPA 2019; DTSC 2019b), and State Water Resources Control Board's (SWRCB) GeoTracker (2019) databases were searched to help identify any sites in or near the project area with previous hazardous material contamination.

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The results of the EnviroStor database query identified two sites within 0.5 mile of the project area. A State-responsible clean-up site is located at White Rock Road and Kilgore Road (Purity Oil Sales–Delta Gunit, case identification number [ID] 34170001). The site includes potential contaminants of concern affecting the aquifer for groundwater supply, including: unspecified oil containing waste, acetone, metals, perchlorate, petroleum, polychlorinated biphenyls (PCBs), polynuclear aromatic hydrocarbons (PAHs), pyrene, and volatile organics. The site has been active since September 12, 2000 (DTSC 2019a). The EnviroStor database query also identified a voluntary clean-up site at 3145 Kilgore Road, less than 0.5 mile southwest of the proposed Oselot-Baroque substation. The Village of Zinfandel (ID 34470001) site was cleared of further clean-up action in July 2001, from past agriculture and gold mining activity on the site (DTSC 2019a).

The CalEPA Cortese List query, conducted on June 1, 2019, identified two National Priority List (NPL) sites (also referred to as Superfund sites) within a 1-mile radius of the project area. The project area is located within the Mather Air Force Base Federal Superfund site (ID 34970003). The site includes several contamination projects and cleanup is ongoing (CalEPA 2015; DTSC 2019b). The other identified Superfund Site is the Aerojet facility (ID 34370002) northwest of the project area.

The SWRCB GeoTracker database identified three Leaking Underground Tank cleanup sites within 1 mile of the project area. All three sites (Hunt and Sons [ID T0606749910], CC Myers Inc. [ID T0606700688], and Sprint [ID T0606700341]) have been completed for potential soil contamination related to diesel fuel and gasoline. In addition, the GeoTracker database query identified an active groundwater remediation site near the corner of Zinfandel Drive and Douglas Road. The site (Inactive Rancho Cordova Test Site–North Off-Site Plume [ID T10000002985]) includes off-site groundwater extraction and treatment of chlorinate hydrocarbons, perchlorate, trichloroethylene for beneficial groundwater recharge, and municipal and domestic water supply (SWRCB 2019).

Fire Hazards

Sections 4201–4204 of the Public Resources Code and Sections 51175–51189 of the Government Code require identification of fire hazard severity zones in California. The California Department of Forestry and Fire Protection (CAL FIRE) has established a fire hazard severity classification system. Fire prevention areas considered to be under local jurisdiction are referred to as Local Responsibility Areas (LRAs). LRAs, which are under the jurisdiction of local entities (e.g., cities, counties), are required only to identify very high fire hazard severity zones. The project area is within an LRA, as identified by CAL FIRE (CAL FIRE 2019).

Airport Safety Zone

A large portion of the proposed 69-kV subtransmission line would be located within the Mather Airport Comprehensive Land Use Plan (CLUP) designated safety zones. Approximately 0.8 mile of the 69-kV subtransmission line route would be located within the CLUP Approach and Departure Zone. Approximately 1.92 miles of the project alignment would be located within the Overflight Zone.

Hazardous Materials Handling

The U.S. Environmental Protection Agency (EPA) has primary responsible for enforcing and implementing federal laws and regulations pertaining to hazardous materials. Management of hazardous materials is governed by the following laws:

- *Resource Conservation and Recovery Act of 1976 (RCRA)*: The RCRA established an all-encompassing federal regulatory program for hazardous substances
- *Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA)*: CERCLA, also called the Superfund Act, created a trust fund to provide broad federal authority for releases or threatened releases of hazardous substances that could endanger public health or the environment.
- *Superfund Amendments and Reauthorization Act of 1986*: CERCLA subsequently was enlarged and reauthorized by the Superfund Amendments and Reauthorization Act of 1986.

Unified Program

CalEPA grants oversight and permitting responsibility to qualifying local agencies for certain state programs pertaining to hazardous waste and hazardous materials. This is achieved through the Unified Program, created by State Legislation.

3.9.2 Impacts

Answers to Checklist Questions

Questions a and b: Project construction would include the use and transport of hazardous materials (e.g., fuel, lubricants). During construction, minor spills of fuel or oils/lubricants may occur. Periodic maintenance and inspection of equipment and prompt clean up and reporting of spills would ensure no significant impact would occur. SMUD would implement **Mitigation Measures Haz-1 and Haz-2** to address accidental spills during construction; therefore, the impact would be **less than significant with mitigation**.

Question c: A database query identified two sites within 0.5 mile of the project area that are on a State-responsible clean-up list. One site located at White Rock Road and Kilgore Road (Purity Oil Sales–Delta Gunite, case identification number [ID] 34170001) remains active. The second was cleared in July 2001 (DTSC 2019a). Project construction would not involve extensive soil excavation (13 feet depth) so the potential for worker exposure is low. However, the alignment passes through an industrial area and given past activity there is a potential for unknown contamination to exist along the alignment. Exposure to such unknown material would be **potentially significant**. Application of Mitigation Measure **Haz-3** would reduce this potential and the impact would be **less than significant with mitigation**.

Question d: Searches using the environmental records databases described in section 3.9.1, *Environmental Setting*, identified a Voluntary Cleanup Program site, which is a site with low threat level properties, southwest of the future Oselot-Baroque substation. A Preliminary

Endangerment Assessment for the site was approved by DTSC and no further action is required. Locating the proposed subtransmission line near this site would not create a significant hazard. Construction would not involve large amounts of earth-moving activities; however, if evidence of contamination is encountered during construction SMUD would implement **Mitigation Measure Haz-3** to reduce the potential impact. The impact would be **less than significant with mitigation**.

Question e: The project area is located within the Mather Airport CLUP. The property line of Mather Airport is located approximately 2,000 feet from the project area. The Mather Airport CLUP has a list of incompatible land uses based on Standard Industrial Classification (SIC) categories. SMUD's proposed subtransmission line would fall under the broad SIC category of electric power generation and switching, which is not a compatible land use in the approach/departure zone; although, in 2006 SMUD received correspondence from the Airport Land Use Commission stating that the ALUC is willing to change its strict interpretation of the CLUP and the subtransmission line is compatible with the CLUP (Chew, pers. comm., 2006).

On rare occasions, hardware malfunctions can create radio frequency interference. SMUD will implement **Mitigation Measure Haz-4** and request an updated CLUP compatible use determination from the ALUC prior to construction. The potential impact associated with the proposed project would be **less than significant with mitigation**.

Question f: Implementation of the proposed project would have no effect on emergency evacuation plans. The surrounding area is primarily residential and industrial, and the project area is not critical to local emergency response evacuations. Emergency response vehicles could access the area from White Rock Road, Sunrise Boulevard, International Drive, or Douglas Road.

Implementation of the proposed project may affect emergency response. The Folsom South Canal is used by the Sacramento Metro Fire District (SMFD) as an emergency water supply for aerial firefighting and construction of the proposed project may eliminate SMFD's use of approximately 2 miles of Folsom South Canal, which the proposed project would parallel, as a water source and could pose a hazard to helicopters during firefighting activities if not properly marked. SMUD would implement **Mitigation Measure Haz-5** to reduce this risk. This mitigation measure would require SMUD to work with the SMFD to incorporate design features into the proposed project to address helicopter safety. With the implementation of **Mitigation Measure Haz-5**, the impact on emergency response would be **less than significant with mitigation**.

Question g: The project site is not located within a fire hazard severity zone and does not expose people to risk of wildfire; therefore, the impact is **less than significant**.

3.9.3 Mitigation

Mitigation Measure Haz-1. Clean Up and Report Accidental Spills.

If an accidental spill occurs during construction, the release will be cleaned up immediately and reported in accordance with applicable federal, State, and local requirements.

Mitigation Measure Haz-2. Inspect Equipment Containing Hazardous Materials.

Equipment containing hazardous materials (e.g., lubricants, fuel oil) will be inspected periodically for signs of spills or leakage. If any spills or leakage are observed, they will be fixed prior to the continuation of construction.

Mitigation Measure Haz-3. Halt Construction if Contaminated Materials Are Encountered.

If evidence of contaminated materials is encountered during project construction, construction will cease immediately and applicable requirements of the Comprehensive Environmental Release Compensation and Liability Act (CERCLA) and the California Code of Regulations (CCR) Title 22 regarding the disposal of waste will be implemented.

Mitigation Measure Haz-4. Submit Form 7460-1 to the Federal Aviation Administration for a Determination of No Hazard to Air Navigation.

Before the start of construction, SMUD will submit Form 7460-1, Notice of Proposed Construction or Alteration to the Federal Aviation Administration, identifying the location, structure types, and any potential lighting in the project area and receive a "Determination of No Hazard to Air Navigation." All conditions placed on the determination would be implemented by SMUD.

Mitigation Measure Haz-5. Mark Power Lines.

In consultation with Sacramento Metro Fire District, SMUD will install aerial marker balls on the section(s) of overhead lines where helicopters have historically sourced emergency water supply from the Folsom South Canal.

3.10 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<i>Would the project:</i>				
a) <i>Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) <i>result in a substantial erosion or siltation on- or off-site;</i>				
ii) <i>substantially increase the rate or amount of surface runoff in a manner which result in flooding on- or offsite;</i>				
iii) <i>create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or</i>				
iv) <i>impede or redirect flood flows?</i>				
d) <i>In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) <i>Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.10.1 Environmental Setting

No hydrologic features are present within the proposed subtransmission line route. Morrison Creek enters the Villages of Zinfandel property south of the project area after being siphoned across Folsom South Canal, the latter of which is located adjacent to and west of the project area. Water quality issues related to treatment and discharge of stormwater runoff from the Villages of Zinfandel development were addressed in the Villages of Zinfandel EIR (Sacramento County 1998), and an approved water quality certification from the Regional Water Quality Control Board that included the future Oselot-Baroque substation is included in the previous

IS/MND (State Clearinghouse Number 2005062073) that was adopted by the SMUD Board of Directors on February 2, 2006.

Stormwater runoff along the proposed subtransmission route would be drained by various surface runoff features. Generally, the proposed subtransmission line route is located in the Folsom South Canal corridor and would drain away from the canal. The project vicinity is relatively flat. Various swales and other stormwater drainages, as well as retention features are located on undeveloped land south of the project area. A wetland and swale is located along the Folsom South Canal below International Drive that captures stormwater runoff.

3.10.2 Impacts

Answers to Checklist Questions

Question a: Potential stormwater runoff from the project area is discussed under the existing setting (Section 3.10.1). Stormwater runoff along the proposed subtransmission route would be drained by various surface runoff features. Much of the proposed route is located along the Folsom South Canal corridor and would drain away from the canal.

With the implementation of measures for construction sites contained in the California Stormwater Quality Association (CASQA's) Stormwater Best Management Practice Handbook, construction and operation of the proposed project would not violate any water quality standards or waste discharge requirements. Therefore, the impact would be **less than significant**.

Question b: Construction and operation of the proposed project would not include the use of groundwater. Therefore, **no impact** on groundwater supplies would occur.

Question c: With the implementation of measures for construction sites contained in the California Stormwater Quality Association (CASQA's) Stormwater Best Management Practice Handbook, project construction and operation would not alter the existing drainage pattern of the project area, nor alter the course of a stream or river in a manner that would result in substantial erosion or siltation on- or off-site. Therefore, the impact would be **less than significant**.

Question d: Project development would include erection of subtransmission line poles that would not require pavement of the proposed route or construction of features that could affect surface runoff or result in an increase in the severity of flooding. Therefore, **no impact** would occur.

Question e: As discussed in the response to Question a above, stormwater runoff from the project area would be directed away from Folsom South Canal by various surface runoff features. The proposed project would not create or contribute runoff water. Therefore, **no impact** would occur.

3.10.3 Mitigation

No mitigation is necessary.

3.11 LAND USE/PLANNING

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<i>Would the project:</i>				
a) <i>Physically divide an established community?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Cause a significant impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3.11.1 Environmental Setting

The majority of the alignment proposed for the new subtransmission line route is within an existing right-of-way adjacent to Folsom South Canal. The project alignment is designated by the City of Rancho Cordova General Plan (General Plan) Land Use Policy Map as Public/Quasi-Public (City of Rancho Cordova 2006a). According to the City of Rancho Cordova Zoning and Future Use Map (2019), the project area is zoned Parks and Open Space (POS), with the exception of a short segment along Douglas Road from Folsom South Canal toward Sunrise Boulevard, which is zoned Heavy Industrial. Allowable land uses under the Land Use Policy Map Public/Quasi-Public designation and permitted uses within the City Zoning Map POS zoning district include active and passive recreational activities, resource protection and restoration, public safety facilities, and utility infrastructure.

Single-family homes associated with the Villages at Zinfandel development are located south of International Drive and west of Folsom South Canal. The new 69-kV subtransmission line route would be along the east side of Folsom South Canal and not adjacent to or in the vicinity of these homes.

The portion of the new 69-kV subtransmission line route that is located south and east of the future Oselot-Baroque substation lies within the airport influence area of Mather Airport. The Mather Airport Comprehensive Land Use Plan (CLUP) was prepared by the Airport Land Use Commission (ALUC) for Sacramento, Sutter, Yolo, and Yuba counties and the Sacramento Area Council of Governments in May 1997. The basic intentions of the plan are: to promote compatibility between the Mather County Airport and the land uses surrounding it; to safeguard the general welfare of the inhabitants in the vicinity of the airport and the public in general, by protecting them from the adverse effects of aircraft noise and reducing the number of people exposed to airport-related hazards; and to ensure that no structures affect navigable airspace. The plan establishes a set of compatibility criteria that are applicable to new development around the airport (ALUC 1997).

3.11.2 Impacts

Answers to Checklist Questions

Question a: The proposed project would place a subtransmission line within existing right-of-ways along the Folsom South Canal and Douglas Road. The closest community is the Villages of Zinfandel development, located south of International Drive and west of Folsom South Canal. The proposed alignment would not divide this or any other existing community. Therefore, implementation of the proposed project would not physically divide an established community. **No impact** would occur.

Question b: Project implementation would not conflict with the City of Rancho Cordova General Plan and is consistent with existing General Plan policies. The proposed project is a permitted use under the POS zoning and is consistent with the General Plan land use designation of Public/Quasi Public. Policy ISF2.1 of the General Plan supports development of public infrastructure that meets the long-term needs of residents and ensures infrastructure will be available at the time such facilities are needed. The project would link the future Oselot-Baroque substation to existing 69-kV subtransmission lines to complete a 69-kV subtransmission loop, thereby improving system capabilities for residential, commercial, and industrial land uses within an approximately 1- to 1.5-mile radius of the Oselot-Baroque substation.

However, the project alignment would be located within the approach/departure zone identified by the Mather Airport CLUP, which contains a list of incompatible land uses based on Standard Industrial Classifications (SIC). The proposed subtransmission line would fall under the broad SIC category of electric power generation and switching, which is not a compatible use in the approach/departure zone according to the CLUP. Therefore, the proposed project may conflict with the Mather Airport CLUP which would represent a potentially significant impact. To address the impact, SMUD would reinstate correspondence with the ALUC to receive an updated compatible use determination, as described in **Mitigation Measure LU-1**. A determination of compatibility would satisfactorily address this potential conflict. Therefore, the impact would be **less than significant with mitigation**.

3.11.3 Mitigation

Mitigation Measure LU-1. Submit Review Materials to the Airport Land Use Commission for a Comprehensive Land Use Plan Compatible Use Determination.

Before the start of construction, SMUD will submit the following to the Airport Land Use Commission to request an updated Comprehensive Land Use Plan compatible use determination:

- 1. Provide the ALUC with updated project feature locations (coordinates), heights, frequencies, and power or provide written confirmation that there are no changes to the project features (location [coordinates], heights, frequencies, and power) that were provided in August 2006 and received the compatible use determination;*



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2. *renewal of the Federal Aviation Administration "Determination of No Hazard to Air Navigation," and;*
3. *renewal of the Federal Communications Commission approval for the project.*

3.12 MINERAL RESOURCES

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<i>Would the project:</i>				
a) <i>Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.12.1 Environmental Setting

Under the Surface Mining and Reclamation Act (SMARA), the State Mining and Geology Board (Board) may designate certain mineral deposits as being regionally significant to satisfy future needs. The Board's decision to designate an area is based on a classification report prepared by the California Geological Survey (CGS) and on input from agencies and the public. public. The project area lies within the designated Sacramento-Fairfield Production-Consumption Region for Portland cement concrete-grade aggregate, which includes all designated lands within the market area of the active aggregate operations supplying the Sacramento-Fairfield urban center. The project area is located within an area classified by CGS as MRZ-2, an area containing significant mineral deposits, including Portland Cement concrete-grade aggregate (sand and gravel) (Dupras 1999). Furthermore, the project area is designated as a locally important mineral resource recovery site in the Rancho Cordova General Plan (City of Rancho Cordova 2006b, c).

Portions of the project area were mined previously for aggregate resources; however, the area's aggregate resources have been recovered, used, and the area no longer contains sufficient material to support commercial mining operations.

3.12.2 Impacts

Answers to Checklist Questions

Question a: The project area lies within the designated Sacramento-Fairfield Production-Consumption Region and is classified by CGS as MRZ-2, an area containing significant mineral deposits (Dupras 1999). Because the area's aggregate resources have been recovered and no longer contain sufficient material to support commercial mining operations, implementing the proposed project would not result in the loss of availability of regionally important, known mineral resources. Therefore, **no impact** would occur.

Question b: The project area is designated as a locally important mineral resource recovery site in the Rancho Cordova General Plan (City of Rancho Cordova 2006b, c). Because the area's aggregate resources have been recovered and no longer contain sufficient material to support commercial mining operations, implementing the proposed project would not result in the loss of availability of a locally important mineral resource recovery site. Therefore, **no impact** would occur.

3.12.3 Mitigation

No mitigation is necessary.

3.13 NOISE

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<i>Would the project:</i>				
a) <i>Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Generation of, excessive groundborne vibration or ground borne noise levels?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>For a project located within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.13.1 Environmental Setting

The proposed subtransmission line route is located within the right-of-ways of the Folsom South Canal and along Douglas Road. The existing noise levels at and near this subtransmission line route is influenced primarily by industrial uses east of the Folsom South Canal and traffic noise on Douglas Road and Sunrise Boulevard. Additional noise sources include aircraft overflights from the nearby Mather Airport. The nearest existing noise-sensitive land uses to the project area are residences west of the Folsom South Canal in the Villages of Zinfandel, approximately 300 feet west of the project area.

Mather Airport Policy Area

The Sacramento County General Plan (Sacramento County 2013) contains an Airport Land Use Policy that supports implementation of the 1997 Mather Airport CLUP. The Airport Land Use Policy applies to any project that requires an entitlement and falls within an airport noise or safety zone. The Airport Land Use Policy includes the Mather Airport Policy Area defined in the CLUP. The CLUP prohibits new residential development within the 60 Community Noise Exposure Area (CNEL) Mather Airport Policy Area, and states that new residential development outside the 60 CNEL is subject to conditions.

City of Rancho Cordova Noise Ordinance

The City of Rancho Cordova's noise ordinance, which is based on the Sacramento County noise ordinance, establishes maximum allowable exterior and interior noise levels for affected land uses. The ordinance generally limits exterior noise levels (measured at residential and agricultural land uses) to a maximum of 55 decibels on the A-weighted scale (dBA) during any

cumulative 30-minute period during daytime hours (7 a.m.–10 p.m.), and 50 dBA during any cumulative 30-minute period during nighttime hours (10 p.m.–7 a.m.). The ordinance sets somewhat higher noise limits for noise of shorter duration; however, noise levels should not exceed 75 dBA during the day and 70 dBA at night. Construction activities that occur between the daytime hours of 7 a.m.–6 p.m., Monday through Saturday, and 9 a.m.–6 p.m. on Sunday are exempt from the noise standard because people are less sensitive to noise during the daytime hours.

3.13.2 Impacts

Answers to Checklist Questions

Question a: Project construction activities may generate noise levels that exceed the noise ordinance standards for brief periods, but no single use would be exposed to the entirety of the construction activity. Rather, construction activity would move along the alignment, so the duration of noise exposure is minimal. Further, the City's Noise Ordinance exempts construction activities occurring between 7 a.m. to 6 p.m., Monday through Saturday, and from 9 a.m. to 6 p.m. on Sunday, from established noise standards. As stated in Chapter 2, "Project Description," proposed project construction activities typically would occur on weekdays between 7 a.m. and 6 p.m. If necessary, weekend work would occur between 7 a.m. and 6 p.m. on Saturdays or between 9 a.m. and 6 p.m. on Sundays. The construction window follows the noise exempt hours for construction identified in the City's Noise Ordinance.

The closest existing sensitive receptor to the project area is approximately 300 feet from a portion of the proposed subtransmission line route. According to the City of Rancho Cordova's General Plan, ambient noise levels off Jaeger Road approximately 1.5 miles southeast of the project area are between 45 to 50 dBA equivalent noise level (L_{eq}); and were assumed to be representative of ambient noise levels in the vicinity of the project area. Construction noise was modeled based on construction equipment operations that would occur during installation of poles with the proposed project. As shown in Table 3.12-1, the highest combined noise level associated with construction of the proposed project at 50 feet would be 84 dBA (see Appendix D). The loudest noise levels generated from the proposed project at the nearest residences, located approximately 300 feet from the project site, would be about 69 dBA. Noise levels would be further attenuated by distance to the receptor and the presence of intervening structures and vegetation.

Table 3.13-1. Modeled Noise Levels During Project Construction		
Equipment	Noise Level at 50 feet, dBA L _{eq}	Combined Noise Level at 50 feet
Dump Truck	80.0	84.4 dBA L _{eq}
Pickup Truck	51.0	
Drill Rig Truck	77.0	
Bulldozer/excavator	81.0	
Source: Data compiled by AECOM in 2015		

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Implementation of **Mitigation Measure Noi-1** would reduce the short-term increase in noise levels resulting from project construction. In addition, SMUD would adequately maintain construction equipment and would require any contractors to do the same, ensuring properly functioning mufflers that meet manufacturers' requirements, and would use exhaust/intake silencers to further reduce construction-related noise. As discussed in the response to Question a, project implementation would result in a short-term increase in noise levels during construction (1 to 2 months), and SMUD would limit construction hours to those stipulated in the City's Noise Ordinance (City of Rancho Cordova 2019). However, the actual duration of sensitive receptors affected by construction noise would be less than the allotted construction period, because construction activities is expected to occur adjacent to the Villages of Zinfandel development only for approximately 2,000 feet of the total proposed approximately 2.4-mile subtransmission line route. Furthermore, increases in ambient noise levels during the more noise-sensitive evening and nighttime hours usually are of particular concern because of the increased potential for annoyance and sleep disruption to occupants of nearby residential dwellings. However, as indicated in the response to Question a, all construction noise would be restricted to the hours permitted under the City's Noise Ordinance. Therefore, the impact would be **less than significant with mitigation**.

Question b. Construction of the proposed subtransmission line would not include the use of major equipment, such as impact pile drivers, that would result in high levels of ground vibration. Construction activities, such as roads and landing work, would utilize equipment that may produce minimal ground-borne vibration (GBV) in the immediate vicinity of the construction activity. Impacts from construction-related GBV, should they occur, would be intermittent and confined to the immediate area surrounding the activity. As presented in Table 3.13-2, Construction Equipment Ground-borne Vibration Levels, vibration levels from operation of a small bulldozer would equal 0.003 in/sec peak particle velocity (PPV) and 58 vibration decibels (VdB). The architectural damage risk level typically suggested by most agencies is 0.2 inch per second for continuous vibration, which is one-tenth the maximum safe level for single events. Below this level, virtually no risk exists of building damage (Caltrans 2013).

Table 3.13-2. Construction Equipment Ground-borne Vibration Levels		
Equipment	PPV at 25 feet (in/sec)¹	Approximate L_v (VdB) at 25 feet²
Small Bulldozer	0.003	58
Notes: ¹ Where PPV is the peak particle velocity ² Where L _v is the RMS velocity level expressed in vibration decibels (VdB). This is based on a crest factor of 4 (RMS relative to PPV). Source: FTA 2006		

The threshold for human perception is approximately 65 VdB. Vibration levels in the range of 70 to 75 VdB are often noticeable but acceptable. Beyond 80 VdB, vibration levels often are considered unacceptable by building occupants (FTA 2006). Vibration from operation of a small bulldozer would occur during Proposed Project construction. Typical GBV for a small bulldozer is less than 65 VdB at 50 feet (FTA 2006). The impact would be **less than significant**.

Question c: The project area is no closer than 0.5 mile from Mather Airport. The proposed subtransmission line route is partially located within the Mather Airport Policy Area. However, the proposed project would not result in development of any residential dwellings or employment centers (e.g., offices) that would be considered sensitive receptors to the noise thresholds established for the Mather Airport Policy Area. Therefore, the impact would be **less than significant**.

3.13.3 Mitigation

SMUD will implement the following mitigation measure:

Mitigation Measure Noise-1:

- a) *Prohibit construction activities before 7 a.m. and after 6 p.m. Monday through Saturday and before 9 a.m. and after 6 p.m. on Sunday.*
- b) *Minimize idling times of equipment either by shutting equipment off when not in use or by reducing the maximum idling time to 5 minutes.*
- c) *Use electrically powered equipment instead of internal combustion equipment where practicable and feasible.*
- d) *Restrict the use of bells, whistles, alarms, and horns to safety-warning purposes.*
- e) *Equip all construction equipment with noise-reduction devices such as mufflers to minimize construction noise and operate all internal combustion engines with exhaust and intake silencers.*
- f) *Locate construction staging and stockpiling areas and construction vehicle routes as far as feasible from noise-sensitive receptors.*

3.14 POPULATION/HOUSING

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<i>Would the project:</i>				
a) <i>Induce substantial unplanned population growth in an area either directly (for example., by proposing new homes and businesses) or indirectly (for example., through extension of roads or other infrastructure)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.14.1 Environmental Setting

The California Department of Finance (DOF) estimates that Rancho Cordova's total estimated population increased from 53,065 in 2000 to 64,776 in 2010, a 22 percent increase over the 10-year period. As of January 1, 2019, Rancho Cordova's total estimated population was 74,471 (DOF 2019). The City of Rancho Cordova General Plan estimates the population will grow to 169,081 by 2025 (City of Rancho Cordova 2006a).

According to DOF, the total estimated number of housing units in Rancho Cordova increased from 21,584 in 2000 to 25,470 in 2010, an 18 percent increase over the 10-year period. As of January 1, 2019, DOF estimates that the number of housing units in the city was 28,021, with an average household size of 2.93 persons per unit (DOF 2019).

3.14.2 Impacts

Answers to Checklist Questions

Question a: Implementing the proposed project would include construction of a 69-kV subtransmission line over a route within the right-of-ways adjacent to the levee of Folsom South Canal and along Douglas Road. Construction would occur over approximately 1 to 2 months and would require 5 to 12 SMUD workers. The proposed project would not directly or indirectly induce substantial population growth.

The proposed project would not include constructing new homes or businesses that would directly or indirectly induce population growth. SMUD functions as a public agency to supply electricity. It has an obligation to serve all new development that the City of Rancho Cordova, local agencies, and Sacramento County may approve. SMUD does not designate where or what new development may occur. The presence of the proposed subtransmission line would not induce population growth in the project vicinity; it would accommodate growth that is approved by the City of Rancho Cordova including the Sunrise-Douglas Community Plan, the Villages of

Zinfandel development, the Capital Village Special Planning Area, the Rio Del Oro Specific Plan, Mather Field Specific Plan, and the Easton Master Plan. Consequently, implementing the proposed project would not affect current or planned population growth patterns within Rancho Cordova or Sacramento County. Therefore, **no impact** would occur.

Question b: The proposed subtransmission line route is within the right-of-way adjacent to the levee of the Folsom South Canal, and along Douglas Road. Therefore, implementing the proposed project would not displace existing housing or people that would necessitate construction of replacement housing elsewhere. **No impact** would occur.

3.14.3 Mitigation

No mitigation is necessary.

3.15 PUBLIC SERVICES

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<i>Would the project:</i>				
a) <i>Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services</i>				
<i>Fire protection?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Police protection?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Schools?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Parks?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Other public facilities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.15.1 Environmental Setting

Fire Protection

The Sacramento County Fire Protection District provides fire protection and emergency medical services for much or all of the Citrus Heights, Fair Oaks, Orangevale, North Highlands, Antelope, and Rancho Cordova communities. The fire station closest to the project area is Sacramento Metro Fire District (SMFD) Station 66, located approximately 0.2 mile southwest of the White Rock-Sunrise substation. The SMFD consists of 42 fire stations throughout communities located east of the City of Sacramento. Station 66 includes an engine company, a paramedic ambulance, a Type III engine, a water tender, and a Battalion Chief (SMFD 2015).

Police Protection

The Rancho Cordova Police Department provides police protection to the project area and vicinity. The project area is located on the boundary between the Zone 5 and 6 patrol areas. The Sacramento County Sheriff's Department (SCSD) provides law enforcement to the project area through an agreement between the City of Rancho Cordova and the SCSD.

Schools

The project area is within the Rancho Cordova portion of the Folsom-Cordova Unified School District (FCUSD). The FCUSD consists of elementary, middle, and high schools in addition to an alternative school and adult education facilities (FCUSD 2015). The nearest school to the project area is Sunrise Elementary School, located approximately 0.37 mile southeast of the Douglas Road and Sunrise Boulevard intersection.

Parks

The Cordova Recreation and Park District (CRPD) provides park and recreation facilities and services for a 75-square-mile area that includes the project area. As part of the Villages of Zinfandel, 75 acres of park and open space have been designated within the development, including a 35-acre community park near the center of the development, 5 neighborhood parks totaling 21 acres, several pocket parks totaling 4 acres, and 15 acres of open space corridors. Three parks, Tuscany, Stone creek and Sonoma, have been created as part of this development: Tuscany Park consists of 4.7 acres of parkland, located approximately 0.25 mile west of the project area, and it consists of a youth playground, a basketball half-court, a soccer field, family picnic areas, and a group picnic pavilion. Stone creek Park is located approximately 1 mile west of the project area; it is a 21-acre park featuring an outdoor amphitheater, a skate park, multiple playgrounds, picnic pavilions, and sport fields. Sonoma Park has 4.3 acres of youth playgrounds, picnic tables, and a soccer field. Overall, the CRPD includes 40 parks throughout the Rancho Cordova area. The CRPD also includes several other recreational facilities, including Hagan Community Center, Cordova Golf Course, Neil Orchard Senior Activity Center, Cordova Shooting Center, Mather Sports Center, and White Rock Community Clubhouse (CRPD 2019).

3.15.2 Impacts

Answers to Checklist Questions

Question a: The proposed project includes enhancement of utility infrastructure and would not induce population growth that could result in increased demands on public services. The proposed project would result in **no impact** to public services.

However, SMFD has used the Folsom South Canal as an emergency water supply for wildland urban interface firefighting in the project vicinity. Construction of the proposed project may eliminate SMFD's use of approximately 2 miles of Folsom South Canal, which the proposed project would parallel, as a water source. Further, if the subtransmission line is not adequately marked it could pose a hazard to helicopters during firefighting activities. SMUD would implement **Mitigation Measure Haz-5** to reduce this risk. This mitigation measure would require SMUD to work with the SMFD to incorporate design features into the proposed project to address helicopter safety. With the implementation of **Mitigation Measure Haz-5**, the impact on fire protection would be **less than significant with mitigation**.

3.15.3 Mitigation

SMUD will implement **Mitigation Measure Haz-5**.

3.16 RECREATION

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<i>Would the project:</i>				
a) <i>Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.16.1 Environmental Setting

As indicated in Section 3.15, "Public Services," parks in Rancho Cordova are under the jurisdiction of the Cordova Recreation and Park District. Several parks are located throughout the Rancho Cordova community. Three parks have been built within the Villages of Zinfandel development: Stone creek, Tuscany and Sonoma parks, located approximately 1 mile, 0.25 mile, and 1.2 miles from the proposed subtransmission line route, respectively.

3.16.2 Impacts

Answers to Checklist Questions

Questions a and b: The proposed project would not result in population growth that would require development of housing or new parks and recreational facilities. Therefore, construction of the proposed subtransmission line would have no adverse effects on existing neighborhood and regional parks or other recreational facilities. In addition, the proposed project would not include construction of recreational facilities or require construction or expansion of recreational facilities. Therefore, **no impact** would occur.

3.16.3 Mitigation

No mitigation is necessary.

3.17 TRANSPORTATION AND CIRCULATION

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<i>Would the project:</i>				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3 subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.17.1 Environmental Setting

Regional access to the proposed subtransmission line would be provided by Sunrise Boulevard via either U.S. Highway 50 to the north or State Highway 16 (Jackson Road) to the south. Roadways providing more immediate access to the project area include International Drive, Douglas Road, and White Rock Road.

3.17.2 Impacts

Answers to Checklist Questions

Question a: Construction of the proposed subtransmission line would take approximately 1 to 2 months. A 5 to 12-person construction crew typically would work on-site. In addition, project-related equipment and material deliveries would occur during project construction. Project construction has the potential to result in some minor short-term traffic congestion along local roadways in the vicinity of the project area while equipment and supplies are delivered. However, project construction would take place outside of vehicle travel lanes. Project construction would require use of the shoulder along Douglas Road between Folsom South Canal and Sunrise Boulevard.

It is conservatively estimated that construction activities associated with the proposed project would require a maximum of 26 trips to and from the project site including two trips (one from the project site and one to the project site) associated with the material delivery (poles), and up to 24 daily worker trips (up to 12 workers to the project site in the morning, and leaving the project site at the end of the day). Construction worker commute trips were applied only to peak

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hours in the morning and afternoon, assuming that workers would travel to the project site once in the morning and leave once in the afternoon. Also, two trips associated with one delivery per day were conservatively applied to peak hours. Therefore, it is conservatively estimated that the proposed project would result in a total of approximately 13 trips per a.m. and p.m. peak hours. This level of traffic activity would not degrade traffic operations along the roadways used by construction traffic because it would not exceed the applicable threshold of 100 or more new vehicle trips during the a.m. or p.m. peak hour.

Further, implementation of the proposed project would have no effect on alternative transportation modes in Rancho Cordova. Currently, a light rail station is located at Zinfandel Drive and Folsom Boulevard. In addition, several bus stops are located along Rancho Cordova Villages Bus Route 177, which loops from the light rail stop to just south of Douglas Road and Sunrise Boulevard via Zinfandel Drive (SART 2015). The proposed project would not require lane closures, detours or increase the number of riders on the system so it would not conflict with bus or light rail services in the project vicinity, nor would it affect bicycling or carpooling that may occur nearby. Therefore, a **less than significant impact** would occur.

Project operation would require periodic subtransmission line maintenance; however, maintenance activities would occur on annual basis and would be limited to single crew visually inspecting lines. This activity would not generate substantial traffic.

Question b: Operation of the proposed project would not substantially change from existing conditions, and therefore project operation would not result in conflicts with policies or programs supporting alternative transportation. No impact from project operation would occur. Furthermore, the increased traffic resulting from project construction would be short-term and temporary. As discussed under Question a, the project-related increase in traffic volumes along the affected roadways would be approximately 13 vehicles per a.m. and p.m. peak hour. Therefore, traffic generated by project construction and operation would be minor. Level of service (LOS) of regional access roads such as U.S. Highway 50 and State Highway 16 (Jackson Road), or local access roads such as International Drive, Sunrise Boulevard, Douglas Road, Zinfandel Drive, Folsom Boulevard, and White Rock Road would not be affected by the minor level of traffic that would be generated by the proposed project. Therefore, **no impact** would occur.

Question c: Neither construction nor operation of the proposed project would have any effect on roadway design hazards. Implementation of the proposed project would include construction of the proposed subtransmission line for approximately 2.4 miles. Also, the number of passenger vehicles (workers' trips) to and from the site would be minimal (as discussed in Questions a and b) and construction equipment would be staged on-site. Material hauling associated with the project would be up to one delivery per day. Furthermore, SMUD would use appropriate signage, coning, and flag persons to alert the public regarding construction, and no incompatible uses would be associated with the proposed project. Therefore, **no impact** would occur.

Question d: Emergency access to roadways in the project area would not be affected by activities associated with the proposed project. The number of passenger vehicles going to and from the site would be minimal and construction equipment would be staged on-site. Material

hauling associated is anticipated to be one delivery per day. Also, the proposed project would be located along an existing maintenance route, east of Folsom South Canal and adjacent to Douglas Road, Sunrise Boulevard, and International Drive. These three roads have various splinter roadways that provide emergency access. Therefore, **no impact** would occur.

3.17.3 Mitigation

No mitigation is necessary.

3.18 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<i>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</i>				
a) <i>Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 the lead agency shall consider the significance of the resource to a California Native American tribe.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3.18.1 Environmental Setting

CEQA requires lead agencies to consider whether projects will affect tribal cultural resources. PRC Section 21074 defines Tribal Cultural Resources as stated below:

- a) "Tribal cultural resources" are either of the following:
- 1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.
 - B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
 - 2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.
- b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

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- c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “nonunique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

An AECOM archaeologist contacted the NAHC in May 2019 to request a records search of Sacred Lands Files as well as a list of all current individuals and tribal organizations with potential interest in or information regarding the project. On June 5, 2019 NAHC responded by email confirming that no resources were found in the Sacred Lands Files.

SMUD sent consultation letters to eight tribal organizations that either formally requested to be informed of CEQA projects under Assembly Bill (AB) 52 or included on the NAHC contacts list (Appendix C). Responses to the request for consultation were received from five of the eight tribal organizations contacted (identified in bold text below):

- **Wilton Rancheria** (September 23, 2019 letter and October 23, 2019 email) The initial tribal response in the September 23, 2019 letter requested inclusion of mitigation measures relevant to tribal cultural resources avoidance and inadvertent discoveries. However, upon further consultation with the tribe, mitigation measures CR-1 and CR-2 as provided in the Cultural Resources section will meet to the satisfaction of the tribe and no further mitigation measures are required.
- **United Auburn Indian Community of the Auburn Rancheria** (September 25, 2019 letter) The response from UAIC indicated their files contained no record of any known tribal cultural resources but wished to remain informed as the project moves forward and be notified in the event artifacts are uncovered.
- **Buena Vista Rancheria** (October 3, 2019 email) The response indicated the tribe did not have concerns based upon research of NCIC records but requested notice in the event previously unknown artifacts are uncovered.
- **Shingle Springs Band of Miwok Indians** (October 8, 2019 letter) The response indicated that the tribe is not aware of any known cultural resources but would like to remain informed as the project moves forward and be notified in the event artifacts or human remains are uncovered.
- **lone Band of Miwok Indians** (October 16, 2019 email) The response from the lone Band of Miwok Indians Cultural Heritage Committee indicated that with incorporation of the Cultural Mitigation Measures for the project, the Committee is satisfied with the completion of AB 52 consultation.
- Colfax-Todds Valley Consolidated Tribe
- Nashville Enterprise Miwok-Maidu-Nishinam Tribe
- Tsi Akim Maidu

3.18.2 Impacts

Answers to Checklist Questions

Questions a and b: SMUD submitted letters to tribal organizations that had requested to be informed of CEQA projects under AB 52. AECOM also contacted the NAHC to request a records search of the Sacred Lands file to identify recognized tribes culturally and traditionally affiliated with the project area. The NAHC records search did not identify any known resources. Consultation between SMUD and interested tribes pursuant to AB 52 has resulted in communication from the Wilton Rancheria, United Auburn Indian Community of the Auburn Rancheria, and Lone Band of Miwok Indians. In addition, responses from the Buena Vista Rancheria and Shingle Springs Band of Miwok Indians were also received via project notifications sent to tribes listed in the NAHC contacts list. No tribal cultural resources have been identified to date. Mitigation Measures CR 1 through CR 2 above would cover discovery of unknown resources that may qualify as tribal cultural resources; therefore, the impacts would be **less than significant impact with mitigation**.

3.18.3 Mitigation

See **Mitigation Measures CR-1 and CR-2**.

3.19 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporation	Less-Than- Significant Impact	No Impact
<i>Would the project:</i>				
a) <i>Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) <i>Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.19.1 Environmental Setting

The project area is located within the Sacramento Regional Sanitation District (SRCSD) and Sacramento County Sanitation District No. 1 (CSD-1). SRCSD and CSD-1 are special service districts. SRCSD is responsible for operation of the regional interceptors and wastewater treatment plant that serves most of urbanized Sacramento County. CSD-1 is responsible for operation of the local wastewater collection facilities that serve the district.

The nearest landfill to the project area, Kiefer Landfill, is located approximately 4 miles from the Douglas Road and Sunrise Boulevard intersection. Kiefer Landfill has a maximum permitted capacity of 117,400,000 cubic yards, with an estimated closure date of January 1, 2064 (Cal Recycle 2019).

3.19.2 Impacts

Answers to Checklist Questions

Question a: Implementation (construction and operation) of the proposed project would have no effect on water or wastewater; construction of the proposed subtransmission line would not generate wastewater. No exceedances of wastewater treatment requirements would occur as a result of the project. Therefore, **no impact** would occur.

Question b: SMUD is a public agency supplying electricity. The proposed 69-kV subtransmission line would be part of SMUD's efforts to provide electrical infrastructure to supply the increasing electricity demand in Rancho Cordova. No demands would be placed on non-SMUD utility and service systems. Therefore, new or expanded water or wastewater treatment facilities would not be required as a result of project implementation. Therefore, **no impact** would occur.

Question c: As discussed in response to Question b, no demands would be placed on the wastewater treatment provider as a result of project implementation. Therefore, new or expanded stormwater drainage facilities would not be required because of project implementation. Therefore, **no impact** would occur.

Question d: As discussed in response to Question b, no demands would be placed on non-SMUD utility and service systems because of project implementation. Therefore, wastewater treatment plant capacity would not be affected, and new or expanded water or wastewater treatment facilities would not be required because of project implementation. Therefore, **no impact** would occur.

Question e: The proposed project may generate solid wood waste resulting from replacement of existing poles. If the existing poles are replaced with stronger, taller poles approximately 40 cubic yards of wood material would require disposal at a Class II landfill; assuming the 13 poles each 55-foot high with a 1.5-foot diameter would be disposed. Disposal activity would place only a minor demand on the capacity of existing landfill, and would not require development of new or expanded landfills. Therefore, the impact would be **less than significant**.

3.19.3 Mitigation

No mitigation is necessary.

3.20 WILDFIRE

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

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.20.1 Environmental Setting

Fires are classified by where in the fuel strata they burn: surface fires, understory fires, and crown fires (California Forest Stewardship Program 2015). Surface fires are the most common. Depending on the fuels, weather, and topography, these fires can be low to high intensity. Understory fires have flame lengths up to 10 feet. They consume surface fuels, small trees, brush, and lower branches of overstory trees. Crown fires reach into the crowns of trees with flame lengths more than 10 feet.

California Strategic Fire Plan

The 2018 California Strategic Fire Plan (2018b) is the statewide plan for reducing the risk of wildfire. The plan's basic principles are as follows:

- Involve the community in the fire management planning process.
- Assess public and private resources that could be damaged by wildfires.
- Develop pre-fire management solutions and implement cooperative programs to reduce the community's potential wildfire losses.

One of the more important objectives of the California Fire Plan pertains to pre-fire management solutions. Included within the realm of pre-fire management solutions are fuel breaks, the establishment of wildfire protection zones, and prescribed fires to reduce the availability of fire fuels. In addition, the plan recommends that clearance laws, zoning, and related fire safety requirements be implemented by state and local authorities to address fire-resistant construction standards, hazard reduction near structures, and infrastructure.

The California Fire Plan does not contain any specific requirements or regulations. It assesses current fire management practices and standards and recommends how best to improve the practices and standards in place.

3.20.2 Impacts

Answers to Checklist Questions

Question a: Transmission lines are a known source of ignition for wildfire if they are not maintained and overheat due to component failure or spark from a tree branch falling onto a line. However, the project alignment is entirely located within existing right-of-way that is regulatory maintained to prevent dry shrubs or grass from accumulating near the lines. The project is not located in a high fire hazard severity zone and would not introduce habitable structures that would increase the exposure of people to wildland fires. Impacts are considered to be **less than significant**.

Question b: The site is flat, and the project would be placed within existing right- of-ways that are regularly maintained to limit vegetation growth. Impacts are **less than significant**.

Question c: See response to checklist a. and b. The proposed project would not increase the risk of fire or introduce habitable structures that would expose people to a health risk. **No Impact**.

Question d: The project alignment is flat, and the project would not alter the drainage conditions. **No Impact**.

3.20.3 Mitigation

No mitigation is necessary.

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**APPENDIX A:
AIR QUALITY AND GREENHOUSE GAS
EMISSIONS CALCULATIONS**

SMUD Oselot
Sacramento County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	125.00	1000sqft	2.87	125,000.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	3.5	Precipitation Freq (Days)	58
Climate Zone	6			Operational Year	2016
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	590.31	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Estimated construction schedule.

Off-road Equipment - Estimated construction equipment.

Trips and VMT - Assumes a maximum of 12 construction workers.

Vehicle Trips - No operational emissions.

Energy Use - No operational emissions.

Water And Wastewater - No operational emissions.

Solid Waste - No operational emissions.

Grading - Estimated acreage based on construction site for each pole.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	3.00	21.00
tblEnergyUse	LightingElect	5.19	0.00
tblEnergyUse	NT24E	7.20	0.00
tblEnergyUse	NT24NG	12.42	0.00
tblEnergyUse	T24E	4.17	0.00
tblEnergyUse	T24NG	24.61	0.00
tblGrading	AcresOfGrading	31.50	2.87
tblOffRoadEquipment	OffRoadEquipmentType	Tractors/Loaders/Backhoes	Excavators
tblOffRoadEquipment	OffRoadEquipmentType	Scrapers	Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Site Preparation
tblOffRoadEquipment	PhaseName		Site Preparation
tblOffRoadEquipment	PhaseName		Site Preparation
tblProjectCharacteristics	OperationalYear	2014	2016
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblSolidWaste	SolidWasteGenerationRate	155.00	0.00
tblTripsAndVMT	HaulingTripNumber	0.00	10.00
tblTripsAndVMT	WorkerTripNumber	20.00	24.00
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	WD_TR	6.97	0.00
tblWater	IndoorWaterUseRate	28,906,250.00	0.00

2.0 Emissions Summary

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.1525	1.3000e-004	0.0131	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0274	0.0274	8.0000e-005		0.0290
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	3.1525	1.3000e-004	0.0131	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	5.0000e-005	5.0000e-005		0.0274	0.0274	8.0000e-005	0.0000	0.0290

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.1525	1.3000e-004	0.0131	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0274	0.0274	8.0000e-005		0.0290
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	3.1525	1.3000e-004	0.0131	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	5.0000e-005	5.0000e-005		0.0274	0.0274	8.0000e-005	0.0000	0.0290

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2016	1/29/2016	5	21	

Acres of Grading (Site Preparation Phase): 2.87

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Bore/Drill Rigs	1	8.00	205	0.50
Site Preparation	Excavators	1	8.00	162	0.38
Site Preparation	Off-Highway Trucks	3	8.00	400	0.38

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	8	24.00	0.00	10.00	15.00	8.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2016**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1449	0.0000	0.1449	0.0157	0.0000	0.0157			0.0000			0.0000
Off-Road	3.5621	42.2330	20.6386	0.0535		1.6003	1.6003		1.4722	1.4722		5,558.1939	5,558.1939	1.6766		5,593.4014
Total	3.5621	42.2330	20.6386	0.0535	0.1449	1.6003	1.7452	0.0157	1.4722	1.4879		5,558.1939	5,558.1939	1.6766		5,593.4014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0113	0.1171	0.1494	3.4000e-004	8.2500e-003	1.9200e-003	0.0101	2.2600e-003	1.6700e-003	3.9300e-003		34.5377	34.5377	2.4000e-004		34.5427
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1076	0.1236	1.8623	3.4700e-003	0.2737	1.9100e-003	0.2757	0.0726	1.7600e-003	0.0744		284.9859	284.9859	0.0135		285.2685
Total	0.1189	0.2407	1.8117	3.8100e-003	0.2820	3.7300e-003	0.2857	0.0749	3.4300e-003	0.0783		319.5236	319.5236	0.0137		319.8112

3.2 Site Preparation - 2016**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1449	0.0000	0.1449	0.0157	0.0000	0.0157			0.0000			0.0000
Off-Road	3.5621	42.2330	20.6386	0.0535		1.6003	1.6003		1.4722	1.4722	0.0000	5,558.1938	5,558.1938	1.6766		5,593.4014
Total	3.5621	42.2330	20.6386	0.0535	0.1449	1.6003	1.7452	0.0157	1.4722	1.4879	0.0000	5,558.1938	5,558.1938	1.6766		5,593.4014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0113	0.1171	0.1494	3.4000e-004	8.2500e-003	1.8200e-003	0.0101	2.2600e-003	1.6700e-003	3.9300e-003		34.5377	34.5377	2.4000e-004		34.5427
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1076	0.1236	1.6623	3.4700e-003	0.2737	1.9100e-003	0.2757	0.0726	1.7800e-003	0.0744		284.9859	284.9859	0.0135		285.2685
Total	0.1189	0.2407	1.8117	3.8100e-003	0.2820	3.7300e-003	0.2857	0.0749	3.4300e-003	0.0783		319.5236	319.5236	0.0137		319.8112

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	15.00	7.50	8.50	59.00	28.00	13.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.504516	0.068219	0.178179	0.147873	0.044976	0.006346	0.020386	0.015946	0.002304	0.002308	0.006193	0.000574	0.002181

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - Natural Gas

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.1525	1.3000e-004	0.0131	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0274	0.0274	8.0000e-005		0.0290
Unmitigated	3.1525	1.3000e-004	0.0131	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0274	0.0274	8.0000e-005		0.0290

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4762					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.6750					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2800e-003	1.3000e-004	0.0131	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0274	0.0274	8.0000e-005		0.0290
Total	3.1525	1.3000e-004	0.0131	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0274	0.0274	8.0000e-005		0.0290

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4762					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.6750					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2800e-003	1.3000e-004	0.0131	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0274	0.0274	8.0000e-005		0.0290
Total	3.1525	1.3000e-004	0.0131	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0274	0.0274	8.0000e-005		0.0290

7.0 Water Detail

7.1 Mitigation Measures Water**8.0 Waste Detail**

8.1 Mitigation Measures Waste**9.0 Operational Offroad**

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

SMUD Oselot
Sacramento County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	125.00	1000sqft	2.87	125,000.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	3.5	Precipitation Freq (Days)	58
Climate Zone	6			Operational Year	2016
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	590.31	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Estimated construction schedule.

Off-road Equipment - Estimated construction equipment.

Trips and VMT - Assumes a maximum of 12 construction workers.

Vehicle Trips - No operational emissions.

Energy Use - No operational emissions.

Water And Wastewater - No operational emissions.

Solid Waste - No operational emissions.

Grading - Estimated acreage based on construction site for each pole.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	3.00	21.00
tblEnergyUse	LightingElect	5.19	0.00
tblEnergyUse	NT24E	7.20	0.00
tblEnergyUse	NT24NG	12.42	0.00
tblEnergyUse	T24E	4.17	0.00
tblEnergyUse	T24NG	24.61	0.00
tblGrading	AcresOfGrading	31.50	2.87
tblOffRoadEquipment	OffRoadEquipmentType	Tractors/Loaders/Backhoes	Excavators
tblOffRoadEquipment	OffRoadEquipmentType	Scrapers	Off-Highway Trucks
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Site Preparation
tblOffRoadEquipment	PhaseName		Site Preparation
tblOffRoadEquipment	PhaseName		Site Preparation
tblProjectCharacteristics	OperationalYear	2014	2016
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblSolidWaste	SolidWasteGenerationRate	155.00	0.00
tblTripsAndVMT	HaulingTripNumber	0.00	10.00
tblTripsAndVMT	WorkerTripNumber	20.00	24.00
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	WD_TR	6.97	0.00
tblWater	IndoorWaterUseRate	28,906,250.00	0.00

2.0 Emissions Summary

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5753	2.0000e-005	1.6400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.1000e-003	3.1000e-003	1.0000e-005	0.0000	3.2900e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.5753	2.0000e-005	1.6400e-003	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	1.0000e-005	1.0000e-005	0.0000	3.1000e-003	3.1000e-003	1.0000e-005	0.0000	3.2900e-003

2.2 Overall Operational**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5753	2.0000e-005	1.6400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.1000e-003	3.1000e-003	1.0000e-005	0.0000	3.2900e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.5753	2.0000e-005	1.6400e-003	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	1.0000e-005	1.0000e-005	0.0000	3.1000e-003	3.1000e-003	1.0000e-005	0.0000	3.2900e-003

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2016	1/29/2016	5	21	

Acres of Grading (Site Preparation Phase): 2.87

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Bore/Drill Rigs	1	8.00	205	0.50
Site Preparation	Excavators	1	8.00	162	0.38
Site Preparation	Off-Highway Trucks	3	8.00	400	0.38

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	8	24.00	0.00	10.00	15.00	8.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2016**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.5200e-003	0.0000	1.5200e-003	1.6000e-004	0.0000	1.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0374	0.4435	0.2167	5.6000e-004		0.0168	0.0168		0.0155	0.0155	0.0000	52.9442	52.9442	0.0160	0.0000	53.2796
Total	0.0374	0.4435	0.2167	5.6000e-004	1.5200e-003	0.0168	0.0183	1.6000e-004	0.0155	0.0156	0.0000	52.9442	52.9442	0.0160	0.0000	53.2796

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.3000e-004	1.3100e-003	1.7300e-003	0.0000	8.0000e-005	2.0000e-005	1.0000e-004	2.0000e-005	2.0000e-005	4.0000e-005	0.0000	0.3287	0.3287	0.0000	0.0000	0.3287
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.5000e-004	1.4400e-003	0.0148	3.0000e-005	2.7700e-003	2.0000e-005	2.8000e-003	7.4000e-004	2.0000e-005	7.6000e-004	0.0000	2.4517	2.4517	1.3000e-004	0.0000	2.4544
Total	1.0800e-003	2.7500e-003	0.0166	3.0000e-005	2.8500e-003	4.0000e-005	2.9000e-003	7.6000e-004	4.0000e-005	8.0000e-004	0.0000	2.7804	2.7804	1.3000e-004	0.0000	2.7831

3.2 Site Preparation - 2016**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.5200e-003	0.0000	1.5200e-003	1.6000e-004	0.0000	1.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0374	0.4435	0.2167	5.6000e-004		0.0168	0.0168		0.0155	0.0155	0.0000	52.9442	52.9442	0.0160	0.0000	53.2795
Total	0.0374	0.4435	0.2167	5.6000e-004	1.5200e-003	0.0168	0.0183	1.6000e-004	0.0155	0.0156	0.0000	52.9442	52.9442	0.0160	0.0000	53.2795

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.3000e-004	1.3100e-003	1.7300e-003	0.0000	8.0000e-005	2.0000e-005	1.0000e-004	2.0000e-005	2.0000e-005	4.0000e-005	0.0000	0.3287	0.3287	0.0000	0.0000	0.3287
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.5000e-004	1.4400e-003	0.0148	3.0000e-005	2.7700e-003	2.0000e-005	2.8000e-003	7.4000e-004	2.0000e-005	7.6000e-004	0.0000	2.4517	2.4517	1.3000e-004	0.0000	2.4544
Total	1.0800e-003	2.7500e-003	0.0166	3.0000e-005	2.8500e-003	4.0000e-005	2.9000e-003	7.6000e-004	4.0000e-005	8.0000e-004	0.0000	2.7804	2.7804	1.3000e-004	0.0000	2.7831

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	15.00	7.50	8.50	59.00	28.00	13.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.504516	0.068219	0.178179	0.147873	0.044976	0.006346	0.020386	0.015946	0.002304	0.002308	0.006193	0.000574	0.002181

5.0 Energy Detail

Historical Energy Use: N

[illegible][illegible]

5.2 Energy by Land Use - Natural Gas**Mitigated**

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5753	2.0000e-005	1.6400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.1000e-003	3.1000e-003	1.0000e-005	0.0000	3.2900e-003
Unmitigated	0.5753	2.0000e-005	1.6400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.1000e-003	3.1000e-003	1.0000e-005	0.0000	3.2900e-003

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0869					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4882					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.6000e-004	2.0000e-005	1.6400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.1000e-003	3.1000e-003	1.0000e-005	0.0000	3.2900e-003
Total	0.5753	2.0000e-005	1.6400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.1000e-003	3.1000e-003	1.0000e-005	0.0000	3.2900e-003

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0869					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4882					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.6000e-004	2.0000e-005	1.6400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.1000e-003	3.1000e-003	1.0000e-005	0.0000	3.2900e-003
Total	0.5753	2.0000e-005	1.6400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.1000e-003	3.1000e-003	1.0000e-005	0.0000	3.2900e-003

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

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

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

9.0 Operational Offroad

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

APPENDIX B:
CULTURAL RESOURCE MEMO

Memorandum

To	Jerry Park, Sacramento Municipal Utilities District	Page 1
CC		
Subject	Cultural Resources Update; Ocelot-Zinfandel Neighborhood Electric Distribution Project	
From	Diana Ewing, Archaeologist, AECOM	
Date	September 4, 2019	

SMUD is proposing to construct and operate an approximately 2.4-mile overhead 69-kV sub-transmission line along the Folsom South Canal and Douglas Boulevard right-of-way in Rancho Cordova, California. This memorandum provides an update to the cultural resources investigation conducted by AECOM in 2015 which evaluated a similar, but longer alignment for the Ocelot-Zinfandel Neighborhood Electric Distribution Project.

Project Area Description

The currently proposed transmission line area of study is known as Phases 1B and 2. This segment would parallel the east side of the Folsom South Canal on U.S. Bureau of Reclamation property from International Drive to Douglas Road; and continuing east along the north side of Douglas Road for approximately 2,200 feet before crossing to the south side of Douglas Road to an existing 69-kV stub. Before the midpoint along the Phase 1B alignment, the line would cross over the Folsom South Canal in order to connect with an approved but not yet constructed Ocelot-Zinfandel substation then back over the canal before heading towards International Drive.

Summary of 2015 Cultural Resource Investigation

Archival Research and Consultation

On June 4, 2015, a records search was conducted at the California Historic Resources Information System North Central Information Center (CHRIS-NCIC) in Sacramento. Six previous cultural resources studies were found to contain archaeological survey coverage within the project area.

AECOM staff contacted the Native American Heritage Commission (NAHC) to request a records search of the Sacred Lands Files as well as a current list of individuals and tribal organizations with potential cultural resources information regarding the project. NAHC responded that no resources were found

2015 Pedestrian Survey

An AECOM archaeologist conducted a pedestrian survey of the project area, using 15m transects. No cultural resources were identified during the surveys. Ground visibility was fair to poor due to dense prairie grass groundcover and prior ground disturbance.

2019 Cultural Resource Update*Archival Research and Consultation*

According to the May 2019 California Historical Resources Information System North Central Information Center (NCIC) records search there were zero recorded cultural resources within the proposed project's area of potential effects (APE). This negative result is consistent with the 2019 pedestrian survey in which no artifacts were observed (see below). The results of the May 2019 Sacred Lands File check by the Native American Heritage Commission (NAHC) was also negative.¹

Field Survey

On May 16, 2019 AECOM Archaeologist Diana Ewing conducted a reconnaissance pedestrian survey of the APE transects via approximately fifteen feet apart to cover the proposed project area. The site had thick groundcover consisting of grasses, wildflowers, and weeds preventing clear visibility of soils. Between the access gate off of Sunrise Blvd. and shops to the south, the small triangular-shaped field has gravel and river stones strewn throughout. Only modern trash was observed; no historic or prehistoric cultural resources were apparent.

Following the Folsom South Canal south towards Douglas Rd., the terrain is covered with more of the same vegetation obscuring the soils. A sizable pond and riparian area located across the Baroque Substation site are strewn with modern trash, again no historic or prehistoric cultural resources were observed present. Beyond the pond moving towards Douglas Rd., the vegetation was similar though some shrubs were present and a couple trees. Again, no cultural resources were observed present.

Along the north side of Douglas Rd. only modern trash was observed. The ditch beside the roadway was covered in thick grasses and weeds; one portion was in front of businesses and was paved and landscaped. The location of the Baroque Substation off Baroque Dr. was a manicured gravel lot devoid of vegetation or any apparent surface cultural artifacts. All portions of this project site are heavily modified by construction and have been disturbed/modified/built upon in the recent past. None of this project site, except for portions of the pond, is unmodified by modern construction. The negative observations of the pedestrian survey are as expected given the negative results from both the NCIC and NHAC.

Conclusion of 2019 Update

A search of the NCIC records and a pedestrian survey of the project area failed to identify the presence of cultural resources. Based on the results of the pedestrian survey, the potential for the presence of unique archaeological resources is considered low, which is consistent with the findings made in the 2015 report.

¹ SMUD is responsible for contacting the list of all individuals and tribal organizations provided by the NAHC contacts list with consultation letters (see list at end of document).

Recommended Measures

Mitigation measures are not required to address impacts on known cultural resources. However, recommended discovery measures listed in the 2015 Cultural Resource memo remain valid for the revised project under review.

1. If evidence of an archaeological site or other suspected historical resource as defined by CEQA Guidelines Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, fired clay vessels, faunal bone, hearths, storage pits, or burials) are discovered during project-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and SMUD shall be notified. SMUD shall hire a qualified archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-L) form and filed with the appropriate Information Center.
2. If human remains (including disarticulated or cremated remains) are discovered during any phase of construction, all ground-disturbing activity within 100 feet of the resource shall be halted. SMUD and the Sacramento County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project proponent shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. SMUD shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines Section 15064.5(e) and Public Resources Code Section 5097.98. The project contractor shall implement approved mitigation measure(s), to be verified by the Lead Agency, before resuming ground-disturbing activities within 100 feet of where the remains were discovered.

APPENDIX C: NOISE CALCULATIONS



Project-Generated Construction Source Noise Prediction Model

SMUD Oselot-Zinfandel Construction Equipment Noise Levels.xlsx

			Reference Emission		
	Distance to Nearest	Combined Predicted	Noise Levels (L_{max}) at 50	Usage	
Location	Receiver in feet	Noise Level (L_{eq} dBA)	Assumptions:	feet ¹	Factor ¹
Threshold*	148	75	Dump Truck	84	0.4
	50	84	Pickup Truck	55	0.4
	300	69	Drill Rig Truck	84	0.2
	100	78	Excavator	85	0.4
	200	72			
	400	66			
	800	60			
	1600	54	Ground Type	Hard	
			Ground Factor	0.00	
		Predicted Noise Level ²	L_{eq} dBA at 50 feet ²		
		Dump Truck	80.0		
		Pickup Truck	51.0		
		Drill Rig Truck	77.0		
		Excavator	81.0		
Combined Predicted Noise Level (L_{eq} dBA at 50 feet)					
84.4					

Sources:

¹ Obtained from the FHWA Roadway Construction Noise Model, Jan

² Based on the following from the Federal Transit Noise and Vibration

$L_{eq}(\text{equip}) = E.L. + 10 \log (U.F.) - 20 \log (D/50) - 10 \log (G/50)$

Where: E.L. = Emission Level;

U.F.= Usage Factor;

G = Constant that accounts for topography and ground effects; and

D = Distance from source to receiver.

*Project specific threshold

APPENDIX D: TRIBAL CULTURAL CONSULTATIONS



**SHINGLE SPRINGS BAND
OF MIWOK INDIANS**

Shingle Springs Rancheria
(Verona Tract), California
5168 Honpie Road
Placerville, CA 95667
Phone: 530-676-8010
shinglespringsrancheria.com

CULTURAL RESOURCES

October 8, 2019

SMUD
Jerry Park
PO Box 15830
Sacramento, CA 95852

RE: Oselot-Baroque Substation and Line Project

Dear Jerry Park,

Thank you for your letter dated September 20, 2019 in regard to the above mentioned project. Based on the information provided, the Shingle Springs Band Of Miwok Indians is not aware of any known cultural resources on this site. However, SSR would like to have continued consultation through updates, as the project progresses. This will foster a greater communication between the Tribe and your agency.

SSR would also like to request any and all completed record searches and or surveys that were done in or around the project area up to and including environmental, archaeological and cultural reports. If during the progress of the project new information or human remains are found, we would like to be able to go over our process with you to protect such important and sacred artifacts (especially near rivers and streams).

If such finds are made, please contact Kara Perry, Cultural Outreach Coordinator, at (530) 488-4049 or kperry@ssband.org.

Thank you for providing us with this notice and opportunity to comment.

Sincerely,

Daniel Fonseca
Cultural Resource Director
Tribal Historic Preservation Officer (THPO)
Most Likely Descendant (MLD)



September 20, 2019

Buena Vista Rancheria
Rhonda Morningstar Pope, Chairperson
1418 20th Street, Suite 200
Sacramento, CA 95811

Subject: Notification Under AB52 – SMUD Oselot-Baroque Substation and Line Project

Dear Ms. Pope,

In accordance with California Public Resources Code Section 21080.3.1 (AB 52), this letter serves as notification that the Sacramento Municipal Utility District (SMUD) is proposing to prepare a Subsequent Mitigated Negative Declaration for the Oselot-Baroque Substation and Line Project (Project).

The Project is located within the City of Rancho Cordova, in between Zinfandel Drive and Sunrise Boulevard, and south of International Drive. The proposed Project consists of a 2.4-mile overhead 69-kV subtransmission line that would parallel the east side of the north/south-oriented Folsom South Canal on U.S. Bureau of Reclamation property from International Drive to Douglas Road; and continuing east along the north side of the east/west-oriented Douglas Road for approximately 2,200 feet before crossing to the south side of Douglas Road to an existing 69-kV stub located approximately 450 feet west of the intersection of Sunrise Boulevard and Douglas Road. The project would also include a 69-kV line connection to the future Oselot-Baroque substation located at 3435 Oselot Way by crossing the Folsom South Canal at a location perpendicular to the substation site (see Attachment 1). The construction of the substation is not part of this Project.

Construction of the proposed subtransmission line would include installation of approximately 45 steel embedded utility poles. The steel poles are approximately 24 inches in diameter, approximately 70 feet tall, and embedded in 13-foot-deep drilled holes that are back filled with concrete. The poles would be spaced approximately 300 to 400 feet apart and the new subtransmission line would be attached to the insulators located on the pole. The work area for each pole would be approximately 50 feet by 50 feet. Within this area, SMUD would park vehicles and equipment for each pole installation and replacement in the work area. Also, within this work area, there would be approximately 100 square feet of temporary ground impacts with each pole installation. Where possible, SMUD would access pole locations from existing roads.

Reconnaissance-level cultural resources investigations were conducted in 2015 and 2019 resulting in negative findings (see Attachments 2 and 3). If you would like to consult with SMUD on this Project under AB 52, please notify us in writing within 30 calendar days of the date of this letter. If you would like more information about the Project to help you determine whether to engage in consultation, please feel free to contact me personally. If you decide to

consult with us on the Project, I will contact you within 30 calendar days to begin the coordination process.

SMUD is committed to working with you to identify, and minimize or avoid impacts to, Tribal Cultural Resources (as defined under California Public Resources Code Section 21074) important to the Buena Vista Rancheria. Your assistance in identifying such potential resources will help SMUD avoid and protect them. We understand that the locations of these resources are sensitive and SMUD will have appropriate staff and consultants available to work with you during consultation to ensure confidentiality and awareness. Resource locations will not be disclosed in public documents and will be kept confidential as provided for under California Government Code 6254.10.

If you have any questions, please feel free to contact me by telephone at (916) 732-7406 or via e-mail at jerry.park@smud.org.

Sincerely,



Jerry Park
Environmental Management Specialist

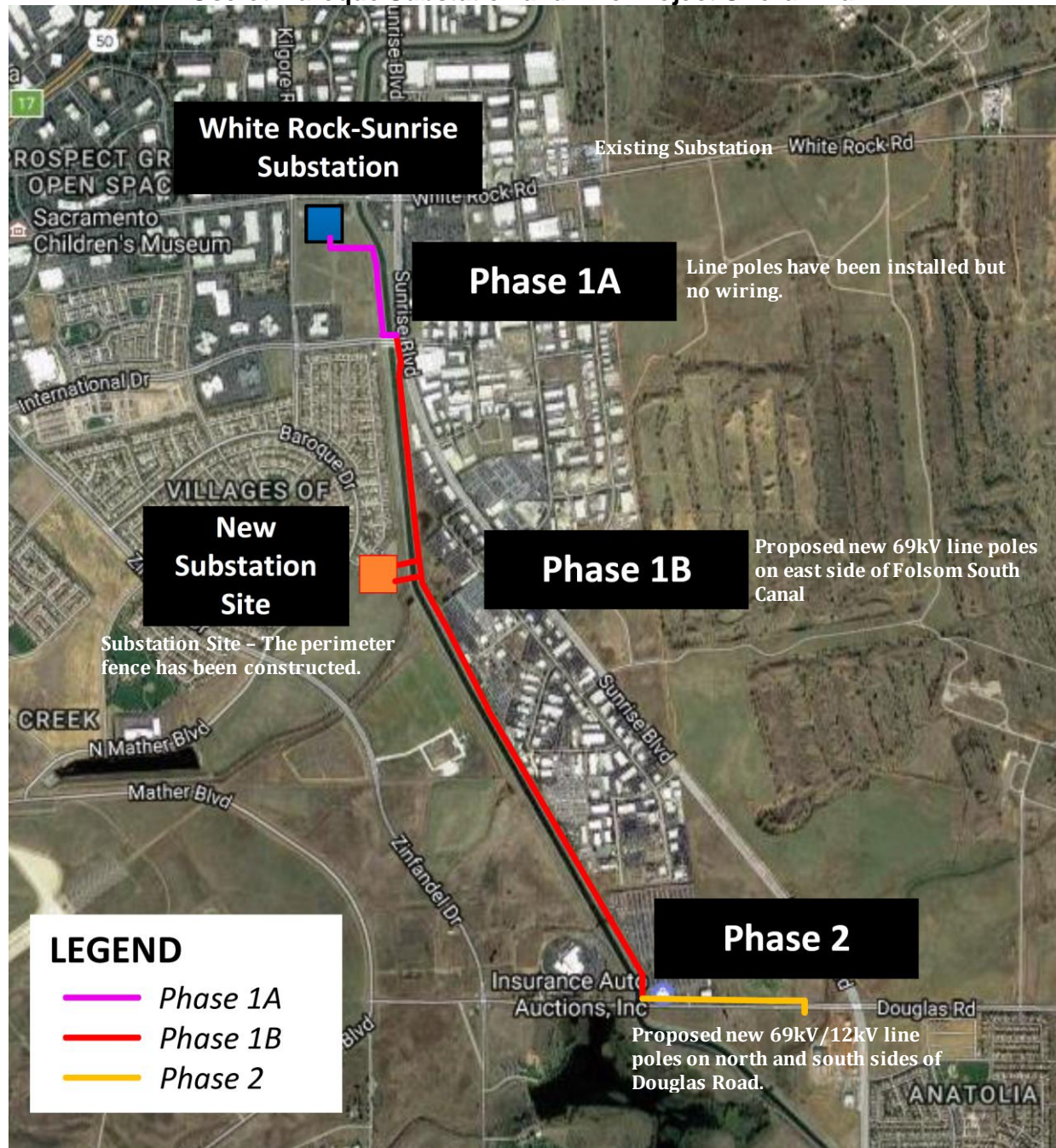
Attachments (3)

cc: Patrick Durham, SMUD
Emily Bacchini, SMUD
Ammon Rice, SMUD
Joe Schofield, SMUD

OVERALL PROJECT SITE EXHIBIT

The Project phases under review for the Subsequent Mitigated Negative Declaration are Phases 1B and 2 only. Phases 1A and the new substation were previously analyzed under the *Oselot-Zinfandel Neighborhood Electric Distribution Project Initial Study and Mitigated Negative Declaration* that was adopted by the SMUD Board in March 2006.

Oselot-Baroque Substation and Line Project Overall Plan





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Memorandum

To	Sacramento Municipal Utilities District	Page	1
CC			
Subject	Summary of cultural resources study in support of the Oselot-Zinfandel Neighborhood Electric Distribution Project		
From	Jenifer Rogers, Archaeologist, AECOM		
Date	August 31, 2015		

This memorandum summarizes the cultural resources study that AECOM has completed in support of the Sacramento Municipal Utility's District proposed Oselot-Zinfandel Neighborhood Electric Distribution Project in Sacramento County, California. AECOM archaeologist Jenifer Rogers conducted the pedestrian survey on June 4, July 21 and August 5, 2015.

Project Area Description

The project area includes areas where ground disturbance may occur, as well as the adjacent areas within the utilities property fence line. The project area includes the fenced utilities property on both sides of the Folsom South Canal extending between White Rock Road and International Drive, including the proposed substation site and the proposed transmission line corridor; the fenced utility property on the eastern side of the canal extending between International Drive and Douglas Road including the proposed transmission line corridor; and a corridor along the northern side of Douglas Road extending between the canal overcrossing and Sunrise Boulevard. Additionally, the project area extends approximately 850 feet along the southern side of Douglas Road, running west from its intersection with Sunrise Blvd.

Archival Research and Consultation

On June 4, 2015, a records search was conducted at the California Historic Resources Information System North Central Information Center (CHRIS-NCIC) in Sacramento. Six previous cultural resources studies (True 1981; Peak 1982; McIvers 1985; Peak 2004; CH2M Hill 2005; Carpenter 2007) were found to contain archaeological survey coverage within the current project area. Resource P-34-000335/CA-SAC-308H, an historic mining district, was identified within the northern portion of the project area. The district boundary is based on historic mining maps, and contains cultural resources recorded during archaeological surveys (Maniery and Tordoff 1992; Flint 1995). Several of these recorded resources have been evaluated for inclusion on the National Register, and five have been determined eligible (Office of Historic Preservation 2012). Although the district extends across the northern portion of the project area, no feature associated with P-34-000335/CA-SAC-308H has been recorded in the project area.

On behalf of SMUD, AECOM staff contacted the Native American Heritage Commission (NAHC) on June 2, 2015, to request a records search of the Sacred Lands Files as well as a current list of

individuals and tribal organizations with potential cultural resources information regarding the project. NAHC responded by fax on June 22, 2015, confirming that no resources were found in the Sacred Lands Files. Although the project is not subject to California Assembly Bill 52 (AB 52), consultation letters were mailed on June 25, 2015 to all individuals included on the NAHC contacts list. A response was received from Tribal Historic Preservation Officer Daniel Fonseca of the Shingle Springs Rancheria on July 7, 2015 requesting completed records search information and continued consultation for new discoveries. Completed records search information was provided to Mr. Fonseca on July 29, 2015, and as no new discoveries have been made, no further information has been provided. On August 24, 2015, AECOM and SMUD received responses from Chairman Whitehouse of the United Auburn Indian Community (UAIC) requesting project related cultural documents for planning purposes as well as continued consultation if Native American cultural resources are discovered. While the response was received more than 30 days after notifications were mailed, SMUD may consider continuing consultation with UAIC if Native American cultural resources are discovered during project work.

Survey Methodology

An AECOM archaeologist conducted intensive pedestrian surveys of the entire project area, using 15m transects. The survey was conducted under direction of an archaeologist meeting Secretary of the Interior's Qualification Standards.

Survey Results

No cultural resources were identified during the surveys. Ground visibility was fair to poor due to dense prairie grass groundcover. Between International Drive and White Rock Road the project area is highly disturbed by existing water and power facilities development, including two existing power stations, evidence of cut-banks, grading, and vegetation clearing, as well as an improved bike path running along the western side of the canal and a maintained utility road along the eastern side of the canal. The eastern side of the canal between International Drive and Douglas Road was disturbed by construction and maintenance of the existing water and power utilities corridor. Observed disturbances include construction of the graded canal levy and drainage features, with evidence of cut-banks, grading, vehicle traffic, vegetation maintenance, and modern rubble related to the construction of the commercial properties that abut the eastern boundary. Along the northern and southern sides of Douglas Road the project area has been disturbed by construction and maintenance of the roadway and shoulder, drainage culverts, and buried water infrastructure.

Conclusion

A search of the NCIC records and a pedestrian survey of the project area failed to identify the presence of cultural resources. Based on the results of the pedestrian survey, the potential for the presence of unique archaeological resources is considered low.

Although the project is not subject to AB 52, SMUD chose to pursue consultation with Native American individuals and tribal organizations that may have information regarding cultural resources in the project area. As of August 19, 2015, two responses have been received requesting continued consultation if Native American cultural resources are identified during project planning or discovered during project implementation.

In order for the project to avoid or reduce significant impacts to cultural resources during project actions, the following discovery measures are recommended. If evidence of an archaeological site or other

suspected historical resource as defined by CEQA Guidelines Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, fired clay vessels, faunal bone, hearths, storage pits, or burials) are discovered during project-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and SMUD shall be notified. SMUD shall hire a qualified archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-L) form and filed with the appropriate Information Center.

There are no recorded instances of human remains occurring within the project site or in the immediate vicinity. It is possible that human remains are present within the project boundary and could be disturbed by earth-disturbing project construction activities. If human remains (including disarticulated or cremated remains) are discovered at any project construction sites during any phase of construction, all ground-disturbing activity within 100 feet of the resource shall be halted. SMUD and the Sacramento County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project proponent shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. SMUD shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines Section 15064.5(e) and Public Resources Code Section 5097.98. The project contractor shall implement approved mitigation measure(s), to be verified by the Lead Agency, before resuming ground-disturbing activities within 100 feet of where the remains were discovered.

References

Carpenter, Tim

2007 Cultural Resource Inventory of Approximately 1,272 Acres for the Mather Interceptor Project Located Near Rancho Cordova, California. Report 9202 on file at the CHRIS-NCIC, Sacramento.

CH2MHill

2005 Negative Cultural Resource Survey of the Initial Study for the Proposed Oselot-Zinfandel Distribution Substation and 69 kV Line, Sacramento County, California. Report 6086 on file at the CHRIS-NCIC, Sacramento, California.

Flint, Susan

1995 P-34-000335/CA-Sac-308H Supplement. Document on file at the CHRIS-NCIC, Sacramento.

Maniery, Mary and Judy Tordoff

1992 P-34-000335/CA-Sac-308. Document on file at CHRIS-NCIC, Sacramento.

McIvers, Kenneth

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Office of Historic Preservation

2012a Determinations of Eligibility. Document on file at the CHRIS-NCIC, Sacramento.

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Peak and Associates

1982 Cultural Resources Assessment of the Undredged Areas of the McDonnell Douglas Properties, Sacramento County, California. Report 19 on file at the CHRIS-NCIC, Sacramento.

Peak, Melinda

2004 Determination of Eligibility and Effect for the Sunrise Douglas Road Improvements #1 Project, Sacramento, California. Report 6073 on file at the CHRIS-NCIC, Sacramento.

True, Delbert

1981 Archaeological Investigation in Sacramento County California: Surveys Along Sunrise Boulevard. Report 6078 on file at the CHRIS-NCIC, Sacramento.



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Memorandum

To Jerry Park, Sacramento Municipal Utilities District

Page 1

CC

Subject Cultural Resources Update; Oselot-Baroque Substation and Line Project

From Diana Ewing, Archaeologist, AECOM

Date September 4, 2019

SMUD is proposing to construct and operate an approximately 2.4-mile overhead 69-kV sub-transmission line along the Folsom South Canal and Douglas Boulevard right-of-way in Rancho Cordova, California. This memorandum provides an update to the cultural resources investigation conducted by AECOM in 2015 which evaluated a similar, but longer alignment for the Oselot-Baroque Substation and Line Project (formerly referred as *Oselot-Zinfandel Neighborhood Electric Distribution Project*).

Project Area Description

The currently proposed transmission line area of study is known as Phases 1B and 2. This segment would parallel the east side of the Folsom South Canal on U.S. Bureau of Reclamation property from International Drive to Douglas Road; and continuing east along the north side of Douglas Road for approximately 2,200 feet before crossing to the south side of Douglas Road to an existing 69-kV stub. Before the midpoint along the Phase 1B alignment, the line would cross over the Folsom South Canal in order to connect with an approved but not yet constructed Oselot-Baroque substation then back over the canal before heading towards International Drive.

Summary of 2015 Cultural Resource Investigation

Archival Research and Consultation

On June 4, 2015, a records search was conducted at the California Historic Resources Information System North Central Information Center (CHRIS-NCIC) in Sacramento. Six previous cultural resources studies were found to contain archaeological survey coverage within the project area.

AECOM staff contacted the Native American Heritage Commission (NAHC) to request a records search of the Sacred Lands Files as well as a current list of individuals and tribal organizations with potential cultural resources information regarding the project. NAHC responded that no resources were found.

2015 Pedestrian Survey

An AECOM archaeologist conducted a pedestrian survey of the project area, using 15m transects. No cultural resources were identified during the surveys. Ground visibility was fair to poor due to dense prairie grass groundcover and prior ground disturbance.

2019 Cultural Resource Update

Archival Research and Consultation

According to the May 2019 California Historical Resources Information System North Central Information Center (NCIC) records search there were zero recorded cultural resources within the proposed project's area of potential effects (APE). This negative result is consistent with the 2019 pedestrian survey in which no artifacts were observed (see below). The results of the May 2019 Sacred Lands File check by the Native American Heritage Commission (NAHC) was also negative.¹

Field Survey

On May 16, 2019 AECOM Archaeologist Diana Ewing conducted a reconnaissance pedestrian survey of the APE transects via approximately fifteen feet apart to cover the proposed project area. The site had thick groundcover consisting of grasses, wildflowers, and weeds preventing clear visibility of soils. Between the access gate off of Sunrise Blvd. and shops to the south, the small triangular-shaped field has gravel and river stones strewn throughout. Only modern trash was observed; no historic or prehistoric cultural resources were apparent.

Following the Folsom South Canal south towards Douglas Rd., the terrain is covered with more of the same vegetation obscuring the soils. A sizable pond and riparian area located across the Oselot-Baroque substation site are strewn with modern trash, again no historic or prehistoric cultural resources were observed present. Beyond the pond moving towards Douglas Rd., the vegetation was similar though some shrubs were present and a couple trees. Again, no cultural resources were observed present.

Along the north side of Douglas Rd. only modern trash was observed. The ditch beside the roadway was covered in thick grasses and weeds; one portion was in front of businesses and was paved and landscaped. The location of the Oselot-Baroque substation off Baroque Dr. was a manicured gravel lot devoid of vegetation or any apparent surface cultural artifacts. All portions of this project site are heavily modified by construction and have been disturbed/modified/built upon in the recent past. None of this project site, except for portions of the pond, is unmodified by modern construction. The negative observations of the pedestrian survey are as expected given the negative results from both the NCIC and NHAC.

Conclusion of 2019 Update

A search of the NCIC records and a pedestrian survey of the project area failed to identify the presence of cultural resources. Based on the results of the pedestrian survey, the potential for the presence of

¹ SMUD is responsible for contacting the list of all individuals and tribal organizations provided by the NAHC contacts list with consultation letters (see list at end of document).

unique archaeological resources is considered low, which is consistent with the findings made in the 2015 report.

Recommended Measures

Mitigation measures are not required to address impacts on known cultural resources. However, recommended discovery measures listed in the 2015 Cultural Resource memo remain valid for the revised project under review.

1. If evidence of an archaeological site or other suspected historical resource as defined by CEQA Guidelines Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, fired clay vessels, faunal bone, hearths, storage pits, or burials) are discovered during project-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and SMUD shall be notified. SMUD shall hire a qualified archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-L) form and filed with the appropriate Information Center.
2. If human remains (including disarticulated or cremated remains) are discovered during any phase of construction, all ground-disturbing activity within 100 feet of the resource shall be halted. SMUD and the Sacramento County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project proponent shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. SMUD shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines Section 15064.5(e) and Public Resources Code Section 5097.98. The project contractor shall implement approved mitigation measure(s), to be verified by the Lead Agency, before resuming ground-disturbing activities within 100 feet of where the remains were discovered.



September 20, 2019

Nashville Enterprise Miwok-Maidu-Nishinam Tribe
Cosme A. Valdez, Chairperson
P.O. Box 580986
Elk Grove, CA 95758

Subject: Notification Under AB52 – SMUD Oselot-Baroque Substation and Line Project

Dear Ms. Valdez,

In accordance with California Public Resources Code Section 21080.3.1 (AB 52), this letter serves as notification that the Sacramento Municipal Utility District (SMUD) is proposing to prepare a Subsequent Mitigated Negative Declaration for the Oselot-Baroque Substation and Line Project (Project).

The Project is located within the City of Rancho Cordova, in between Zinfandel Drive and Sunrise Boulevard, and south of International Drive. The proposed Project consists of a 2.4-mile overhead 69-kV subtransmission line that would parallel the east side of the north/south-oriented Folsom South Canal on U.S. Bureau of Reclamation property from International Drive to Douglas Road; and continuing east along the north side of the east/west-oriented Douglas Road for approximately 2,200 feet before crossing to the south side of Douglas Road to an existing 69-kV stub located approximately 450 feet west of the intersection of Sunrise Boulevard and Douglas Road. The project would also include a 69-kV line connection to the future Oselot-Baroque substation located at 3435 Oselot Way by crossing the Folsom South Canal at a location perpendicular to the substation site (see Attachment 1). The construction of the substation is not part of this Project.

Construction of the proposed subtransmission line would include installation of approximately 45 steel embedded utility poles. The steel poles are approximately 24 inches in diameter, approximately 70 feet tall, and embedded in 13-foot-deep drilled holes that are back filled with concrete. The poles would be spaced approximately 300 to 400 feet apart and the new subtransmission line would be attached to the insulators located on the pole. The work area for each pole would be approximately 50 feet by 50 feet. Within this area, SMUD would park vehicles and equipment for each pole installation and replacement in the work area. Also, within this work area, there would be approximately 100 square feet of temporary ground impacts with each pole installation. Where possible, SMUD would access pole locations from existing roads.

Reconnaissance-level cultural resources investigations were conducted in 2015 and 2019 resulting in negative findings (see Attachments 2 and 3). If you would like to consult with SMUD on this Project under AB 52, please notify us in writing within 30 calendar days of the date of this letter. If you would like more information about the Project to help you determine whether to engage in consultation, please feel free to contact me personally. If you decide to

consult with us on the Project, I will contact you within 30 calendar days to begin the coordination process.

SMUD is committed to working with you to identify, and minimize or avoid impacts to, Tribal Cultural Resources (as defined under California Public Resources Code Section 21074) important to the Nashville Enterprise Miwok-Maidu-Nishinam Tribe. Your assistance in identifying such potential resources will help SMUD avoid and protect them. We understand that the locations of these resources are sensitive and SMUD will have appropriate staff and consultants available to work with you during consultation to ensure confidentiality and awareness. Resource locations will not be disclosed in public documents and will be kept confidential as provided for under California Government Code 6254.10.

If you have any questions, please feel free to contact me by telephone at (916) 732-7406 or via e-mail at jerry.park@smud.org.

Sincerely,



Jerry Park
Environmental Management Specialist

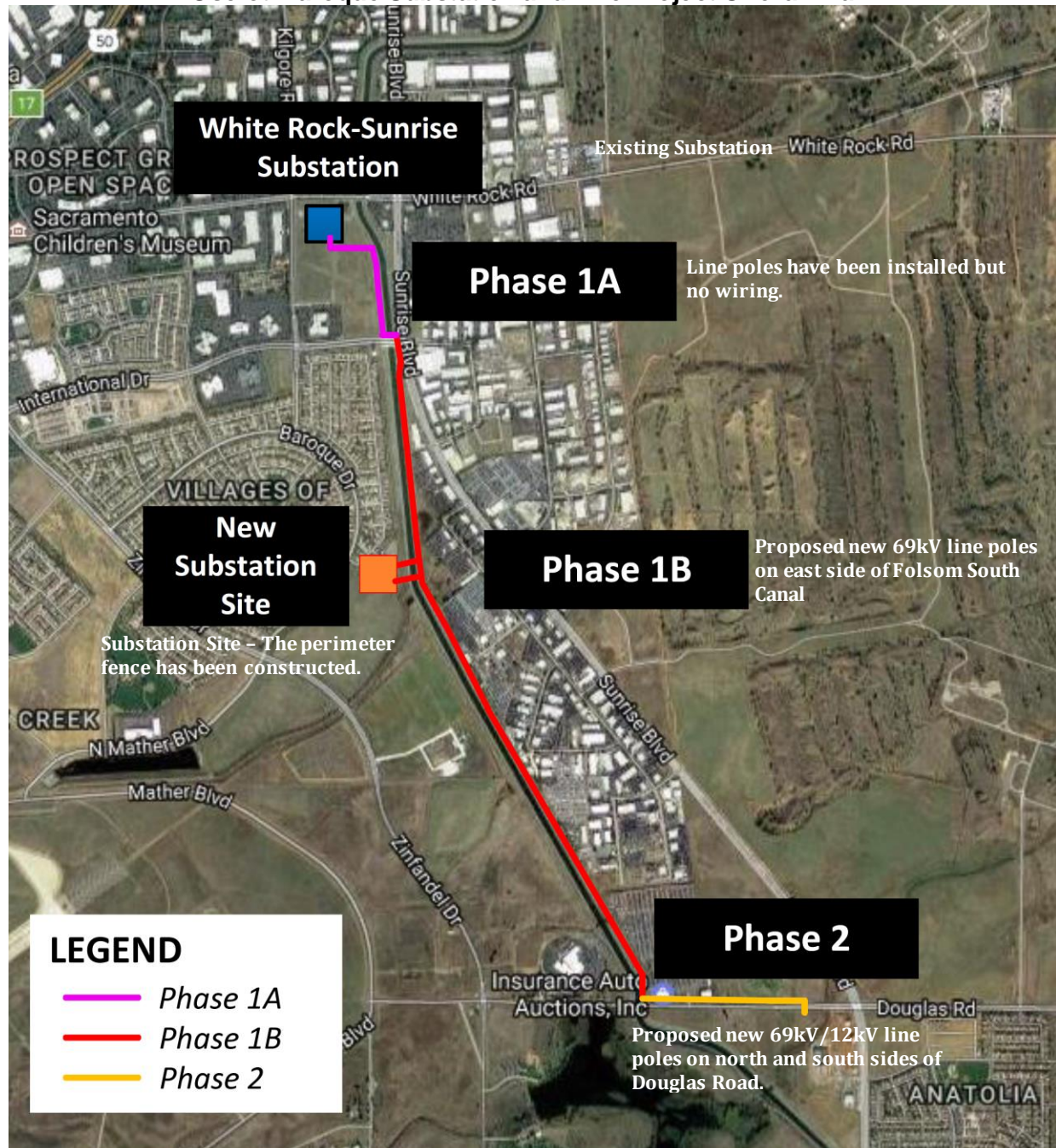
Attachments (3)

cc: Patrick Durham, SMUD
Emily Bacchini, SMUD
Ammon Rice, SMUD
Joe Schofield, SMUD

OVERALL PROJECT SITE EXHIBIT

The Project phases under review for the Subsequent Mitigated Negative Declaration are Phases 1B and 2 only. Phases 1A and the new substation were previously analyzed under the *Oselot-Zinfandel Neighborhood Electric Distribution Project Initial Study and Mitigated Negative Declaration* that was adopted by the SMUD Board in March 2006.

Oselot-Baroque Substation and Line Project Overall Plan





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Memorandum

To	Sacramento Municipal Utilities District	Page	1
CC			
Subject	Summary of cultural resources study in support of the Oselot-Zinfandel Neighborhood Electric Distribution Project		
From	Jenifer Rogers, Archaeologist, AECOM		
Date	August 31, 2015		

This memorandum summarizes the cultural resources study that AECOM has completed in support of the Sacramento Municipal Utility's District proposed Oselot-Zinfandel Neighborhood Electric Distribution Project in Sacramento County, California. AECOM archaeologist Jenifer Rogers conducted the pedestrian survey on June 4, July 21 and August 5, 2015.

Project Area Description

The project area includes areas where ground disturbance may occur, as well as the adjacent areas within the utilities property fence line. The project area includes the fenced utilities property on both sides of the Folsom South Canal extending between White Rock Road and International Drive, including the proposed substation site and the proposed transmission line corridor; the fenced utility property on the eastern side of the canal extending between International Drive and Douglas Road including the proposed transmission line corridor; and a corridor along the northern side of Douglas Road extending between the canal overcrossing and Sunrise Boulevard. Additionally, the project area extends approximately 850 feet along the southern side of Douglas Road, running west from its intersection with Sunrise Blvd.

Archival Research and Consultation

On June 4, 2015, a records search was conducted at the California Historic Resources Information System North Central Information Center (CHRIS-NCIC) in Sacramento. Six previous cultural resources studies (True 1981; Peak 1982; McIvers 1985; Peak 2004; CH2M Hill 2005; Carpenter 2007) were found to contain archaeological survey coverage within the current project area. Resource P-34-000335/CA-SAC-308H, an historic mining district, was identified within the northern portion of the project area. The district boundary is based on historic mining maps, and contains cultural resources recorded during archaeological surveys (Maniery and Tordoff 1992; Flint 1995). Several of these recorded resources have been evaluated for inclusion on the National Register, and five have been determined eligible (Office of Historic Preservation 2012). Although the district extends across the northern portion of the project area, no feature associated with P-34-000335/CA-SAC-308H has been recorded in the project area.

On behalf of SMUD, AECOM staff contacted the Native American Heritage Commission (NAHC) on June 2, 2015, to request a records search of the Sacred Lands Files as well as a current list of

individuals and tribal organizations with potential cultural resources information regarding the project. NAHC responded by fax on June 22, 2015, confirming that no resources were found in the Sacred Lands Files. Although the project is not subject to California Assembly Bill 52 (AB 52), consultation letters were mailed on June 25, 2015 to all individuals included on the NAHC contacts list. A response was received from Tribal Historic Preservation Officer Daniel Fonseca of the Shingle Springs Rancheria on July 7, 2015 requesting completed records search information and continued consultation for new discoveries. Completed records search information was provided to Mr. Fonseca on July 29, 2015, and as no new discoveries have been made, no further information has been provided. On August 24, 2015, AECOM and SMUD received responses from Chairman Whitehouse of the United Auburn Indian Community (UAIC) requesting project related cultural documents for planning purposes as well as continued consultation if Native American cultural resources are discovered. While the response was received more than 30 days after notifications were mailed, SMUD may consider continuing consultation with UAIC if Native American cultural resources are discovered during project work.

Survey Methodology

An AECOM archaeologist conducted intensive pedestrian surveys of the entire project area, using 15m transects. The survey was conducted under direction of an archaeologist meeting Secretary of the Interior's Qualification Standards.

Survey Results

No cultural resources were identified during the surveys. Ground visibility was fair to poor due to dense prairie grass groundcover. Between International Drive and White Rock Road the project area is highly disturbed by existing water and power facilities development, including two existing power stations, evidence of cut-banks, grading, and vegetation clearing, as well as an improved bike path running along the western side of the canal and a maintained utility road along the eastern side of the canal. The eastern side of the canal between International Drive and Douglas Road was disturbed by construction and maintenance of the existing water and power utilities corridor. Observed disturbances include construction of the graded canal levy and drainage features, with evidence of cut-banks, grading, vehicle traffic, vegetation maintenance, and modern rubble related to the construction of the commercial properties that abut the eastern boundary. Along the northern and southern sides of Douglas Road the project area has been disturbed by construction and maintenance of the roadway and shoulder, drainage culverts, and buried water infrastructure.

Conclusion

A search of the NCIC records and a pedestrian survey of the project area failed to identify the presence of cultural resources. Based on the results of the pedestrian survey, the potential for the presence of unique archaeological resources is considered low.

Although the project is not subject to AB 52, SMUD chose to pursue consultation with Native American individuals and tribal organizations that may have information regarding cultural resources in the project area. As of August 19, 2015, two responses have been received requesting continued consultation if Native American cultural resources are identified during project planning or discovered during project implementation.

In order for the project to avoid or reduce significant impacts to cultural resources during project actions, the following discovery measures are recommended. If evidence of an archaeological site or other

suspected historical resource as defined by CEQA Guidelines Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, fired clay vessels, faunal bone, hearths, storage pits, or burials) are discovered during project-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and SMUD shall be notified. SMUD shall hire a qualified archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-L) form and filed with the appropriate Information Center.

There are no recorded instances of human remains occurring within the project site or in the immediate vicinity. It is possible that human remains are present within the project boundary and could be disturbed by earth-disturbing project construction activities. If human remains (including disarticulated or cremated remains) are discovered at any project construction sites during any phase of construction, all ground-disturbing activity within 100 feet of the resource shall be halted. SMUD and the Sacramento County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project proponent shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. SMUD shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines Section 15064.5(e) and Public Resources Code Section 5097.98. The project contractor shall implement approved mitigation measure(s), to be verified by the Lead Agency, before resuming ground-disturbing activities within 100 feet of where the remains were discovered.

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Memorandum

To Jerry Park, Sacramento Municipal Utilities District

Page 1

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Subject Cultural Resources Update; Oselot-Baroque Substation and Line Project

From Diana Ewing, Archaeologist, AECOM

Date September 4, 2019

SMUD is proposing to construct and operate an approximately 2.4-mile overhead 69-kV sub-transmission line along the Folsom South Canal and Douglas Boulevard right-of-way in Rancho Cordova, California. This memorandum provides an update to the cultural resources investigation conducted by AECOM in 2015 which evaluated a similar, but longer alignment for the Oselot-Baroque Substation and Line Project (formerly referred as *Oselot-Zinfandel Neighborhood Electric Distribution Project*).

Project Area Description

The currently proposed transmission line area of study is known as Phases 1B and 2. This segment would parallel the east side of the Folsom South Canal on U.S. Bureau of Reclamation property from International Drive to Douglas Road; and continuing east along the north side of Douglas Road for approximately 2,200 feet before crossing to the south side of Douglas Road to an existing 69-kV stub. Before the midpoint along the Phase 1B alignment, the line would cross over the Folsom South Canal in order to connect with an approved but not yet constructed Oselot-Baroque substation then back over the canal before heading towards International Drive.

Summary of 2015 Cultural Resource Investigation

Archival Research and Consultation

On June 4, 2015, a records search was conducted at the California Historic Resources Information System North Central Information Center (CHRIS-NCIC) in Sacramento. Six previous cultural resources studies were found to contain archaeological survey coverage within the project area.

AECOM staff contacted the Native American Heritage Commission (NAHC) to request a records search of the Sacred Lands Files as well as a current list of individuals and tribal organizations with potential cultural resources information regarding the project. NAHC responded that no resources were found.

2015 Pedestrian Survey

An AECOM archaeologist conducted a pedestrian survey of the project area, using 15m transects. No cultural resources were identified during the surveys. Ground visibility was fair to poor due to dense prairie grass groundcover and prior ground disturbance.

2019 Cultural Resource Update*Archival Research and Consultation*

According to the May 2019 California Historical Resources Information System North Central Information Center (NCIC) records search there were zero recorded cultural resources within the proposed project's area of potential effects (APE). This negative result is consistent with the 2019 pedestrian survey in which no artifacts were observed (see below). The results of the May 2019 Sacred Lands File check by the Native American Heritage Commission (NAHC) was also negative.¹

Field Survey

On May 16, 2019 AECOM Archaeologist Diana Ewing conducted a reconnaissance pedestrian survey of the APE transects via approximately fifteen feet apart to cover the proposed project area. The site had thick groundcover consisting of grasses, wildflowers, and weeds preventing clear visibility of soils. Between the access gate off of Sunrise Blvd. and shops to the south, the small triangular-shaped field has gravel and river stones strewn throughout. Only modern trash was observed; no historic or prehistoric cultural resources were apparent.

Following the Folsom South Canal south towards Douglas Rd., the terrain is covered with more of the same vegetation obscuring the soils. A sizable pond and riparian area located across the Oselot-Baroque substation site are strewn with modern trash, again no historic or prehistoric cultural resources were observed present. Beyond the pond moving towards Douglas Rd., the vegetation was similar though some shrubs were present and a couple trees. Again, no cultural resources were observed present.

Along the north side of Douglas Rd. only modern trash was observed. The ditch beside the roadway was covered in thick grasses and weeds; one portion was in front of businesses and was paved and landscaped. The location of the Oselot-Baroque substation off Baroque Dr. was a manicured gravel lot devoid of vegetation or any apparent surface cultural artifacts. All portions of this project site are heavily modified by construction and have been disturbed/modified/built upon in the recent past. None of this project site, except for portions of the pond, is unmodified by modern construction. The negative observations of the pedestrian survey are as expected given the negative results from both the NCIC and NHAC.

Conclusion of 2019 Update

A search of the NCIC records and a pedestrian survey of the project area failed to identify the presence of cultural resources. Based on the results of the pedestrian survey, the potential for the presence of

¹ SMUD is responsible for contacting the list of all individuals and tribal organizations provided by the NAHC contacts list with consultation letters (see list at end of document).

unique archaeological resources is considered low, which is consistent with the findings made in the 2015 report.

Recommended Measures

Mitigation measures are not required to address impacts on known cultural resources. However, recommended discovery measures listed in the 2015 Cultural Resource memo remain valid for the revised project under review.

1. If evidence of an archaeological site or other suspected historical resource as defined by CEQA Guidelines Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, fired clay vessels, faunal bone, hearths, storage pits, or burials) are discovered during project-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and SMUD shall be notified. SMUD shall hire a qualified archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-L) form and filed with the appropriate Information Center.
2. If human remains (including disarticulated or cremated remains) are discovered during any phase of construction, all ground-disturbing activity within 100 feet of the resource shall be halted. SMUD and the Sacramento County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project proponent shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. SMUD shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines Section 15064.5(e) and Public Resources Code Section 5097.98. The project contractor shall implement approved mitigation measure(s), to be verified by the Lead Agency, before resuming ground-disturbing activities within 100 feet of where the remains were discovered.



September 20, 2019

Tsi Akim Maidu
Don Ryberg, Chairperson
P.O. Box 510
Browns Valley, CA 95918

Subject: Notification Under AB52 – SMUD Oselot-Baroque Substation and Line Project

Dear Mr. Ryberg,

In accordance with California Public Resources Code Section 21080.3.1 (AB 52), this letter serves as notification that the Sacramento Municipal Utility District (SMUD) is proposing to prepare a Subsequent Mitigated Negative Declaration for the Oselot-Baroque Substation and Line Project (Project).

The Project is located within the City of Rancho Cordova, in between Zinfandel Drive and Sunrise Boulevard, and south of International Drive. The proposed Project consists of a 2.4-mile overhead 69-kV subtransmission line that would parallel the east side of the north/south-oriented Folsom South Canal on U.S. Bureau of Reclamation property from International Drive to Douglas Road; and continuing east along the north side of the east/west-oriented Douglas Road for approximately 2,200 feet before crossing to the south side of Douglas Road to an existing 69-kV stub located approximately 450 feet west of the intersection of Sunrise Boulevard and Douglas Road. The project would also include a 69-kV line connection to the future Oselot-Baroque substation located at 3435 Oselot Way by crossing the Folsom South Canal at a location perpendicular to the substation site (see Attachment 1). The construction of the substation is not part of this Project.

Construction of the proposed subtransmission line would include installation of approximately 45 steel embedded utility poles. The steel poles are approximately 24 inches in diameter, approximately 70 feet tall, and embedded in 13-foot-deep drilled holes that are back filled with concrete. The poles would be spaced approximately 300 to 400 feet apart and the new subtransmission line would be attached to the insulators located on the pole. The work area for each pole would be approximately 50 feet by 50 feet. Within this area, SMUD would park vehicles and equipment for each pole installation and replacement in the work area. Also, within this work area, there would be approximately 100 square feet of temporary ground impacts with each pole installation. Where possible, SMUD would access pole locations from existing roads.

Reconnaissance-level cultural resources investigations were conducted in 2015 and 2019 resulting in negative findings (see Attachments 2 and 3). If you would like to consult with SMUD on this Project under AB 52, please notify us in writing within 30 calendar days of the date of this letter. If you would like more information about the Project to help you determine whether to engage in consultation, please feel free to contact me personally. If you decide to

consult with us on the Project, I will contact you within 30 calendar days to begin the coordination process.

SMUD is committed to working with you to identify, and minimize or avoid impacts to, Tribal Cultural Resources (as defined under California Public Resources Code Section 21074) important to the Tsi Akim Maidu. Your assistance in identifying such potential resources will help SMUD avoid and protect them. We understand that the locations of these resources are sensitive and SMUD will have appropriate staff and consultants available to work with you during consultation to ensure confidentiality and awareness. Resource locations will not be disclosed in public documents and will be kept confidential as provided for under California Government Code 6254.10.

If you have any questions, please feel free to contact me by telephone at (916) 732-7406 or via e-mail at jerry.park@smud.org.

Sincerely,



Jerry Park
Environmental Management Specialist

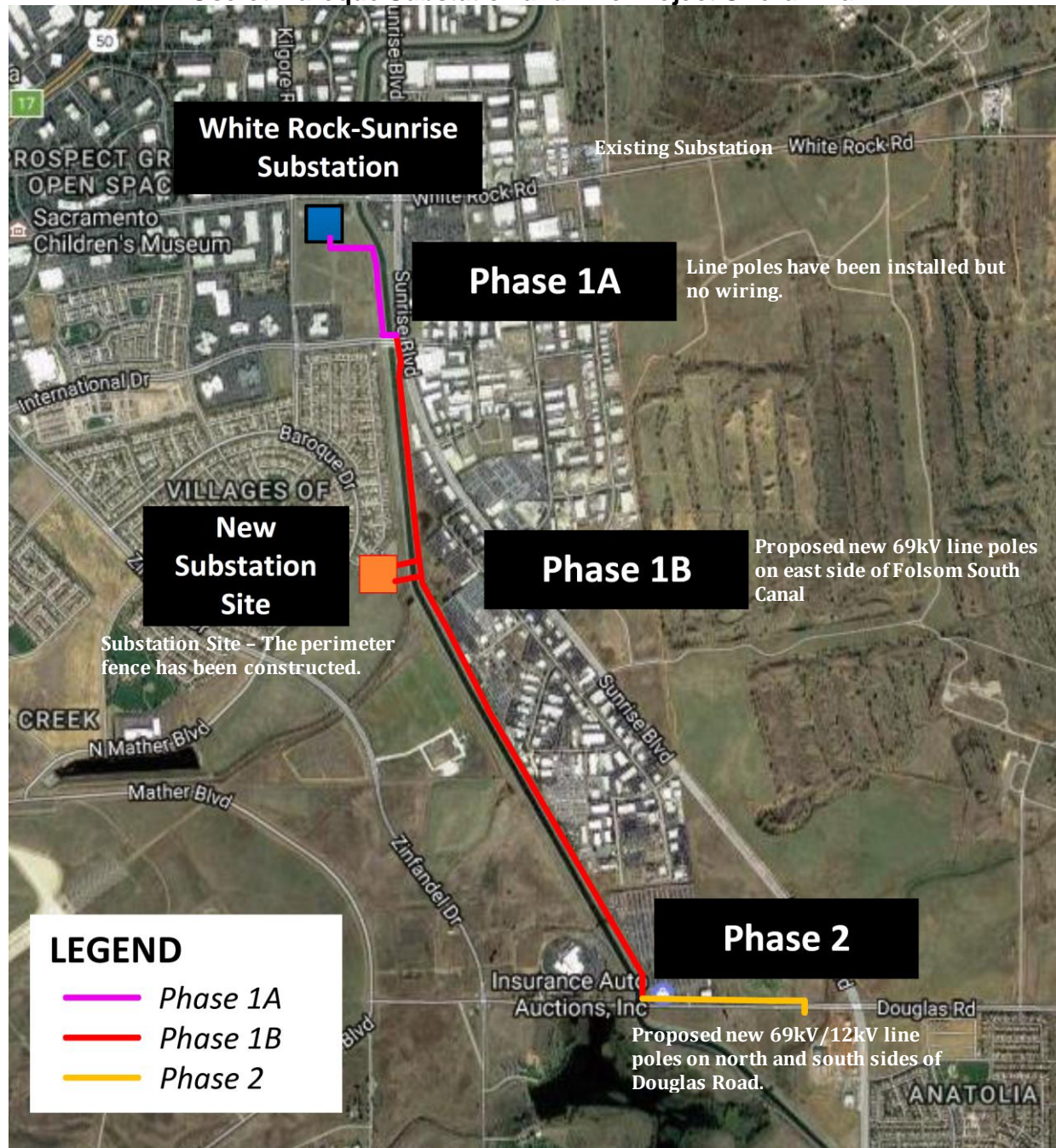
Attachments (3)

cc: Patrick Durham, SMUD
Emily Bacchini, SMUD
Ammon Rice, SMUD
Joe Schofield, SMUD
Grayson Coney, TAM

OVERALL PROJECT SITE EXHIBIT

The Project phases under review for the Subsequent Mitigated Negative Declaration are Phases 1B and 2 only. Phases 1A and the new substation were previously analyzed under the *Oselot-Zinfandel Neighborhood Electric Distribution Project Initial Study and Mitigated Negative Declaration* that was adopted by the SMUD Board in March 2006.

Oselot-Baroque Substation and Line Project Overall Plan





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Memorandum

To	Sacramento Municipal Utilities District	Page	1
CC			
Subject	Summary of cultural resources study in support of the Oselot-Zinfandel Neighborhood Electric Distribution Project		
From	Jenifer Rogers, Archaeologist, AECOM		
Date	August 31, 2015		

This memorandum summarizes the cultural resources study that AECOM has completed in support of the Sacramento Municipal Utility's District proposed Oselot-Zinfandel Neighborhood Electric Distribution Project in Sacramento County, California. AECOM archaeologist Jenifer Rogers conducted the pedestrian survey on June 4, July 21 and August 5, 2015.

Project Area Description

The project area includes areas where ground disturbance may occur, as well as the adjacent areas within the utilities property fence line. The project area includes the fenced utilities property on both sides of the Folsom South Canal extending between White Rock Road and International Drive, including the proposed substation site and the proposed transmission line corridor; the fenced utility property on the eastern side of the canal extending between International Drive and Douglas Road including the proposed transmission line corridor; and a corridor along the northern side of Douglas Road extending between the canal overcrossing and Sunrise Boulevard. Additionally, the project area extends approximately 850 feet along the southern side of Douglas Road, running west from its intersection with Sunrise Blvd.

Archival Research and Consultation

On June 4, 2015, a records search was conducted at the California Historic Resources Information System North Central Information Center (CHRIS-NCIC) in Sacramento. Six previous cultural resources studies (True 1981; Peak 1982; McIvers 1985; Peak 2004; CH2M Hill 2005; Carpenter 2007) were found to contain archaeological survey coverage within the current project area. Resource P-34-000335/CA-SAC-308H, an historic mining district, was identified within the northern portion of the project area. The district boundary is based on historic mining maps, and contains cultural resources recorded during archaeological surveys (Maniery and Tordoff 1992; Flint 1995). Several of these recorded resources have been evaluated for inclusion on the National Register, and five have been determined eligible (Office of Historic Preservation 2012). Although the district extends across the northern portion of the project area, no feature associated with P-34-000335/CA-SAC-308H has been recorded in the project area.

On behalf of SMUD, AECOM staff contacted the Native American Heritage Commission (NAHC) on June 2, 2015, to request a records search of the Sacred Lands Files as well as a current list of

individuals and tribal organizations with potential cultural resources information regarding the project. NAHC responded by fax on June 22, 2015, confirming that no resources were found in the Sacred Lands Files. Although the project is not subject to California Assembly Bill 52 (AB 52), consultation letters were mailed on June 25, 2015 to all individuals included on the NAHC contacts list. A response was received from Tribal Historic Preservation Officer Daniel Fonseca of the Shingle Springs Rancheria on July 7, 2015 requesting completed records search information and continued consultation for new discoveries. Completed records search information was provided to Mr. Fonseca on July 29, 2015, and as no new discoveries have been made, no further information has been provided. On August 24, 2015, AECOM and SMUD received responses from Chairman Whitehouse of the United Auburn Indian Community (UAIC) requesting project related cultural documents for planning purposes as well as continued consultation if Native American cultural resources are discovered. While the response was received more than 30 days after notifications were mailed, SMUD may consider continuing consultation with UAIC if Native American cultural resources are discovered during project work.

Survey Methodology

An AECOM archaeologist conducted intensive pedestrian surveys of the entire project area, using 15m transects. The survey was conducted under direction of an archaeologist meeting Secretary of the Interior's Qualification Standards.

Survey Results

No cultural resources were identified during the surveys. Ground visibility was fair to poor due to dense prairie grass groundcover. Between International Drive and White Rock Road the project area is highly disturbed by existing water and power facilities development, including two existing power stations, evidence of cut-banks, grading, and vegetation clearing, as well as an improved bike path running along the western side of the canal and a maintained utility road along the eastern side of the canal. The eastern side of the canal between International Drive and Douglas Road was disturbed by construction and maintenance of the existing water and power utilities corridor. Observed disturbances include construction of the graded canal levy and drainage features, with evidence of cut-banks, grading, vehicle traffic, vegetation maintenance, and modern rubble related to the construction of the commercial properties that abut the eastern boundary. Along the northern and southern sides of Douglas Road the project area has been disturbed by construction and maintenance of the roadway and shoulder, drainage culverts, and buried water infrastructure.

Conclusion

A search of the NCIC records and a pedestrian survey of the project area failed to identify the presence of cultural resources. Based on the results of the pedestrian survey, the potential for the presence of unique archaeological resources is considered low.

Although the project is not subject to AB 52, SMUD chose to pursue consultation with Native American individuals and tribal organizations that may have information regarding cultural resources in the project area. As of August 19, 2015, two responses have been received requesting continued consultation if Native American cultural resources are identified during project planning or discovered during project implementation.

In order for the project to avoid or reduce significant impacts to cultural resources during project actions, the following discovery measures are recommended. If evidence of an archaeological site or other

suspected historical resource as defined by CEQA Guidelines Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, fired clay vessels, faunal bone, hearths, storage pits, or burials) are discovered during project-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and SMUD shall be notified. SMUD shall hire a qualified archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-L) form and filed with the appropriate Information Center.

There are no recorded instances of human remains occurring within the project site or in the immediate vicinity. It is possible that human remains are present within the project boundary and could be disturbed by earth-disturbing project construction activities. If human remains (including disarticulated or cremated remains) are discovered at any project construction sites during any phase of construction, all ground-disturbing activity within 100 feet of the resource shall be halted. SMUD and the Sacramento County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project proponent shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. SMUD shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines Section 15064.5(e) and Public Resources Code Section 5097.98. The project contractor shall implement approved mitigation measure(s), to be verified by the Lead Agency, before resuming ground-disturbing activities within 100 feet of where the remains were discovered.

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Memorandum

To Jerry Park, Sacramento Municipal Utilities District

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Subject Cultural Resources Update; Oselot-Baroque Substation and Line Project

From Diana Ewing, Archaeologist, AECOM

Date September 4, 2019

SMUD is proposing to construct and operate an approximately 2.4-mile overhead 69-kV sub-transmission line along the Folsom South Canal and Douglas Boulevard right-of-way in Rancho Cordova, California. This memorandum provides an update to the cultural resources investigation conducted by AECOM in 2015 which evaluated a similar, but longer alignment for the Oselot-Baroque Substation and Line Project (formerly referred as *Oselot-Zinfandel Neighborhood Electric Distribution Project*).

Project Area Description

The currently proposed transmission line area of study is known as Phases 1B and 2. This segment would parallel the east side of the Folsom South Canal on U.S. Bureau of Reclamation property from International Drive to Douglas Road; and continuing east along the north side of Douglas Road for approximately 2,200 feet before crossing to the south side of Douglas Road to an existing 69-kV stub. Before the midpoint along the Phase 1B alignment, the line would cross over the Folsom South Canal in order to connect with an approved but not yet constructed Oselot-Baroque substation then back over the canal before heading towards International Drive.

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Archival Research and Consultation

On June 4, 2015, a records search was conducted at the California Historic Resources Information System North Central Information Center (CHRIS-NCIC) in Sacramento. Six previous cultural resources studies were found to contain archaeological survey coverage within the project area.

AECOM staff contacted the Native American Heritage Commission (NAHC) to request a records search of the Sacred Lands Files as well as a current list of individuals and tribal organizations with potential cultural resources information regarding the project. NAHC responded that no resources were found.

2015 Pedestrian Survey

An AECOM archaeologist conducted a pedestrian survey of the project area, using 15m transects. No cultural resources were identified during the surveys. Ground visibility was fair to poor due to dense prairie grass groundcover and prior ground disturbance.

2019 Cultural Resource Update

Archival Research and Consultation

According to the May 2019 California Historical Resources Information System North Central Information Center (NCIC) records search there were zero recorded cultural resources within the proposed project's area of potential effects (APE). This negative result is consistent with the 2019 pedestrian survey in which no artifacts were observed (see below). The results of the May 2019 Sacred Lands File check by the Native American Heritage Commission (NAHC) was also negative.¹

Field Survey

On May 16, 2019 AECOM Archaeologist Diana Ewing conducted a reconnaissance pedestrian survey of the APE transects via approximately fifteen feet apart to cover the proposed project area. The site had thick groundcover consisting of grasses, wildflowers, and weeds preventing clear visibility of soils. Between the access gate off of Sunrise Blvd. and shops to the south, the small triangular-shaped field has gravel and river stones strewn throughout. Only modern trash was observed; no historic or prehistoric cultural resources were apparent.

Following the Folsom South Canal south towards Douglas Rd., the terrain is covered with more of the same vegetation obscuring the soils. A sizable pond and riparian area located across the Oselot-Baroque substation site are strewn with modern trash, again no historic or prehistoric cultural resources were observed present. Beyond the pond moving towards Douglas Rd., the vegetation was similar though some shrubs were present and a couple trees. Again, no cultural resources were observed present.

Along the north side of Douglas Rd. only modern trash was observed. The ditch beside the roadway was covered in thick grasses and weeds; one portion was in front of businesses and was paved and landscaped. The location of the Oselot-Baroque substation off Baroque Dr. was a manicured gravel lot devoid of vegetation or any apparent surface cultural artifacts. All portions of this project site are heavily modified by construction and have been disturbed/modified/built upon in the recent past. None of this project site, except for portions of the pond, is unmodified by modern construction. The negative observations of the pedestrian survey are as expected given the negative results from both the NCIC and NHAC.

Conclusion of 2019 Update

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unique archaeological resources is considered low, which is consistent with the findings made in the 2015 report.

Recommended Measures

Mitigation measures are not required to address impacts on known cultural resources. However, recommended discovery measures listed in the 2015 Cultural Resource memo remain valid for the revised project under review.

1. If evidence of an archaeological site or other suspected historical resource as defined by CEQA Guidelines Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, fired clay vessels, faunal bone, hearths, storage pits, or burials) are discovered during project-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and SMUD shall be notified. SMUD shall hire a qualified archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-L) form and filed with the appropriate Information Center.
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September 20, 2019

Colfax-Todds Valley Consolidated Tribe
Clyde Prout, Chairman
P.O. Box 4884
Auburn, CA 95604

Subject: Notification Under AB52 – SMUD Oselot-Baroque Substation and Line Project

Dear Mr. Prout,

In accordance with California Public Resources Code Section 21080.3.1 (AB 52), this letter serves as notification that the Sacramento Municipal Utility District (SMUD) is proposing to prepare a Subsequent Mitigated Negative Declaration for the Oselot-Baroque Substation and Line Project (Project).

The Project is located within the City of Rancho Cordova, in between Zinfandel Drive and Sunrise Boulevard, and south of International Drive. The proposed Project consists of a 2.4-mile overhead 69-kV subtransmission line that would parallel the east side of the north/south-oriented Folsom South Canal on U.S. Bureau of Reclamation property from International Drive to Douglas Road; and continuing east along the north side of the east/west-oriented Douglas Road for approximately 2,200 feet before crossing to the south side of Douglas Road to an existing 69-kV stub located approximately 450 feet west of the intersection of Sunrise Boulevard and Douglas Road. The project would also include a 69-kV line connection to the future Oselot-Baroque substation located at 3435 Oselot Way by crossing the Folsom South Canal at a location perpendicular to the substation site (see Attachment 1). The construction of the substation is not part of this Project.

Construction of the proposed subtransmission line would include installation of approximately 45 steel embedded utility poles. The steel poles are approximately 24 inches in diameter, approximately 70 feet tall, and embedded in 13-foot-deep drilled holes that are back filled with concrete. The poles would be spaced approximately 300 to 400 feet apart and the new subtransmission line would be attached to the insulators located on the pole. The work area for each pole would be approximately 50 feet by 50 feet. Within this area, SMUD would park vehicles and equipment for each pole installation and replacement in the work area. Also, within this work area, there would be approximately 100 square feet of temporary ground impacts with each pole installation. Where possible, SMUD would access pole locations from existing roads.

Reconnaissance-level cultural resources investigations were conducted in 2015 and 2019 resulting in negative findings (see Attachments 2 and 3). If you would like to consult with SMUD on this Project under AB 52, please notify us in writing within 30 calendar days of the date of this letter. If you would like more information about the Project to help you determine whether to engage in consultation, please feel free to contact me personally. If you decide to

consult with us on the Project, I will contact you within 30 calendar days to begin the coordination process.

SMUD is committed to working with you to identify, and minimize or avoid impacts to, Tribal Cultural Resources (as defined under California Public Resources Code Section 21074) important to the Colfax-Todds Valley Consolidated Tribe. Your assistance in identifying such potential resources will help SMUD avoid and protect them. We understand that the locations of these resources are sensitive and SMUD will have appropriate staff and consultants available to work with you during consultation to ensure confidentiality and awareness. Resource locations will not be disclosed in public documents and will be kept confidential as provided for under California Government Code 6254.10.

If you have any questions, please feel free to contact me by telephone at (916) 732-7406 or via e-mail at jerry.park@smud.org.

Sincerely,



Jerry Park
Environmental Management Specialist

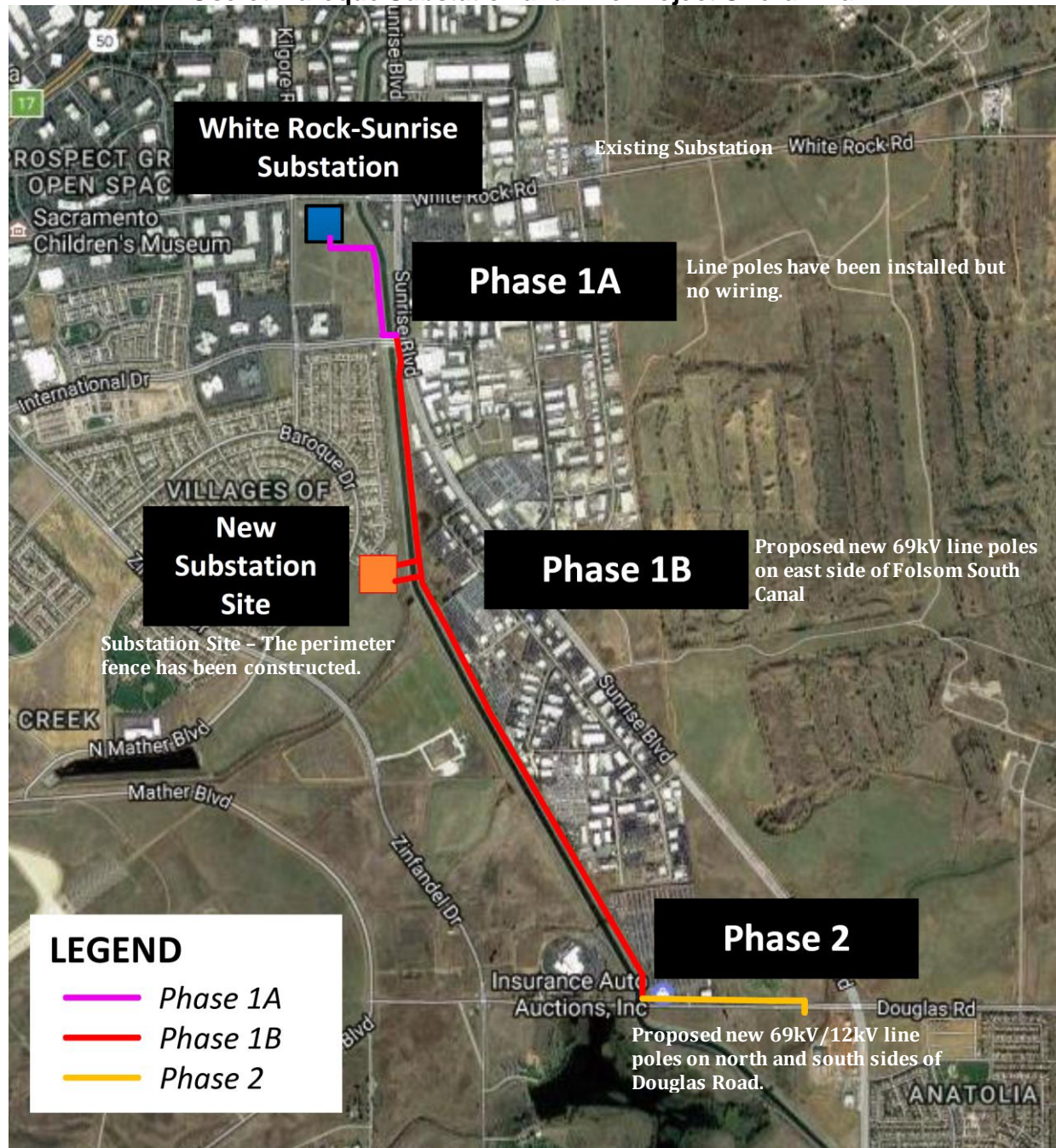
Attachments (3)

cc: Patrick Durham, SMUD
Emily Bacchini, SMUD
Ammon Rice, SMUD
Joe Schofield, SMUD
Pamela Cubbler, Colfax-Todds Valley Consolidated Tribe

OVERALL PROJECT SITE EXHIBIT

The Project phases under review for the Subsequent Mitigated Negative Declaration are Phases 1B and 2 only. Phases 1A and the new substation were previously analyzed under the *Oselot-Zinfandel Neighborhood Electric Distribution Project Initial Study and Mitigated Negative Declaration* that was adopted by the SMUD Board in March 2006.

Oselot-Baroque Substation and Line Project Overall Plan





AECOM
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Memorandum

To	Sacramento Municipal Utilities District	Page	1
CC			
Subject	Summary of cultural resources study in support of the Oselot-Zinfandel Neighborhood Electric Distribution Project		
From	Jenifer Rogers, Archaeologist, AECOM		
Date	August 31, 2015		

This memorandum summarizes the cultural resources study that AECOM has completed in support of the Sacramento Municipal Utility's District proposed Oselot-Zinfandel Neighborhood Electric Distribution Project in Sacramento County, California. AECOM archaeologist Jenifer Rogers conducted the pedestrian survey on June 4, July 21 and August 5, 2015.

Project Area Description

The project area includes areas where ground disturbance may occur, as well as the adjacent areas within the utilities property fence line. The project area includes the fenced utilities property on both sides of the Folsom South Canal extending between White Rock Road and International Drive, including the proposed substation site and the proposed transmission line corridor; the fenced utility property on the eastern side of the canal extending between International Drive and Douglas Road including the proposed transmission line corridor; and a corridor along the northern side of Douglas Road extending between the canal overcrossing and Sunrise Boulevard. Additionally, the project area extends approximately 850 feet along the southern side of Douglas Road, running west from its intersection with Sunrise Blvd.

Archival Research and Consultation

On June 4, 2015, a records search was conducted at the California Historic Resources Information System North Central Information Center (CHRIS-NCIC) in Sacramento. Six previous cultural resources studies (True 1981; Peak 1982; McIvers 1985; Peak 2004; CH2M Hill 2005; Carpenter 2007) were found to contain archaeological survey coverage within the current project area. Resource P-34-000335/CA-SAC-308H, an historic mining district, was identified within the northern portion of the project area. The district boundary is based on historic mining maps, and contains cultural resources recorded during archaeological surveys (Maniery and Tordoff 1992; Flint 1995). Several of these recorded resources have been evaluated for inclusion on the National Register, and five have been determined eligible (Office of Historic Preservation 2012). Although the district extends across the northern portion of the project area, no feature associated with P-34-000335/CA-SAC-308H has been recorded in the project area.

On behalf of SMUD, AECOM staff contacted the Native American Heritage Commission (NAHC) on June 2, 2015, to request a records search of the Sacred Lands Files as well as a current list of

individuals and tribal organizations with potential cultural resources information regarding the project. NAHC responded by fax on June 22, 2015, confirming that no resources were found in the Sacred Lands Files. Although the project is not subject to California Assembly Bill 52 (AB 52), consultation letters were mailed on June 25, 2015 to all individuals included on the NAHC contacts list. A response was received from Tribal Historic Preservation Officer Daniel Fonseca of the Shingle Springs Rancheria on July 7, 2015 requesting completed records search information and continued consultation for new discoveries. Completed records search information was provided to Mr. Fonseca on July 29, 2015, and as no new discoveries have been made, no further information has been provided. On August 24, 2015, AECOM and SMUD received responses from Chairman Whitehouse of the United Auburn Indian Community (UAIC) requesting project related cultural documents for planning purposes as well as continued consultation if Native American cultural resources are discovered. While the response was received more than 30 days after notifications were mailed, SMUD may consider continuing consultation with UAIC if Native American cultural resources are discovered during project work.

Survey Methodology

An AECOM archaeologist conducted intensive pedestrian surveys of the entire project area, using 15m transects. The survey was conducted under direction of an archaeologist meeting Secretary of the Interior's Qualification Standards.

Survey Results

No cultural resources were identified during the surveys. Ground visibility was fair to poor due to dense prairie grass groundcover. Between International Drive and White Rock Road the project area is highly disturbed by existing water and power facilities development, including two existing power stations, evidence of cut-banks, grading, and vegetation clearing, as well as an improved bike path running along the western side of the canal and a maintained utility road along the eastern side of the canal. The eastern side of the canal between International Drive and Douglas Road was disturbed by construction and maintenance of the existing water and power utilities corridor. Observed disturbances include construction of the graded canal levy and drainage features, with evidence of cut-banks, grading, vehicle traffic, vegetation maintenance, and modern rubble related to the construction of the commercial properties that abut the eastern boundary. Along the northern and southern sides of Douglas Road the project area has been disturbed by construction and maintenance of the roadway and shoulder, drainage culverts, and buried water infrastructure.

Conclusion

A search of the NCIC records and a pedestrian survey of the project area failed to identify the presence of cultural resources. Based on the results of the pedestrian survey, the potential for the presence of unique archaeological resources is considered low.

Although the project is not subject to AB 52, SMUD chose to pursue consultation with Native American individuals and tribal organizations that may have information regarding cultural resources in the project area. As of August 19, 2015, two responses have been received requesting continued consultation if Native American cultural resources are identified during project planning or discovered during project implementation.

In order for the project to avoid or reduce significant impacts to cultural resources during project actions, the following discovery measures are recommended. If evidence of an archaeological site or other

suspected historical resource as defined by CEQA Guidelines Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, fired clay vessels, faunal bone, hearths, storage pits, or burials) are discovered during project-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and SMUD shall be notified. SMUD shall hire a qualified archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-L) form and filed with the appropriate Information Center.

There are no recorded instances of human remains occurring within the project site or in the immediate vicinity. It is possible that human remains are present within the project boundary and could be disturbed by earth-disturbing project construction activities. If human remains (including disarticulated or cremated remains) are discovered at any project construction sites during any phase of construction, all ground-disturbing activity within 100 feet of the resource shall be halted. SMUD and the Sacramento County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project proponent shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. SMUD shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines Section 15064.5(e) and Public Resources Code Section 5097.98. The project contractor shall implement approved mitigation measure(s), to be verified by the Lead Agency, before resuming ground-disturbing activities within 100 feet of where the remains were discovered.

References

Carpenter, Tim

2007 Cultural Resource Inventory of Approximately 1,272 Acres for the Mather Interceptor Project Located Near Rancho Cordova, California. Report 9202 on file at the CHRIS-NCIC, Sacramento.

CH2MHill

2005 Negative Cultural Resource Survey of the Initial Study for the Proposed Oselot-Zinfandel Distribution Substation and 69 kV Line, Sacramento County, California. Report 6086 on file at the CHRIS-NCIC, Sacramento, California.

Flint, Susan

1995 P-34-000335/CA-Sac-308H Supplement. Document on file at the CHRIS-NCIC, Sacramento.

Maniery, Mary and Judy Tordoff

1992 P-34-000335/CA-Sac-308. Document on file at CHRIS-NCIC, Sacramento.

McIvers, Kenneth

1985 An Archaeological Survey of Mather Air Force Base, Sacramento County, California. Report 185 on file at the CHRIS-NCIC, Sacramento.

Office of Historic Preservation

2012a Determinations of Eligibility. Document on file at the CHRIS-NCIC, Sacramento.

2012b Historic Properties Datafile. Document on file at the CHRIS-NCIC, Sacramento.

Peak and Associates

1982 Cultural Resources Assessment of the Undredged Areas of the McDonnell Douglas Properties, Sacramento County, California. Report 19 on file at the CHRIS-NCIC, Sacramento.

Peak, Melinda

2004 Determination of Eligibility and Effect for the Sunrise Douglas Road Improvements #1 Project, Sacramento, California. Report 6073 on file at the CHRIS-NCIC, Sacramento.

True, Delbert

1981 Archaeological Investigation in Sacramento County California: Surveys Along Sunrise Boulevard. Report 6078 on file at the CHRIS-NCIC, Sacramento.



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Memorandum

To Jerry Park, Sacramento Municipal Utilities District

Page 1

CC

Subject Cultural Resources Update; Oselot-Baroque Substation and Line Project

From Diana Ewing, Archaeologist, AECOM

Date September 4, 2019

SMUD is proposing to construct and operate an approximately 2.4-mile overhead 69-kV sub-transmission line along the Folsom South Canal and Douglas Boulevard right-of-way in Rancho Cordova, California. This memorandum provides an update to the cultural resources investigation conducted by AECOM in 2015 which evaluated a similar, but longer alignment for the Oselot-Baroque Substation and Line Project (formerly referred as *Oselot-Zinfandel Neighborhood Electric Distribution Project*).

Project Area Description

The currently proposed transmission line area of study is known as Phases 1B and 2. This segment would parallel the east side of the Folsom South Canal on U.S. Bureau of Reclamation property from International Drive to Douglas Road; and continuing east along the north side of Douglas Road for approximately 2,200 feet before crossing to the south side of Douglas Road to an existing 69-kV stub. Before the midpoint along the Phase 1B alignment, the line would cross over the Folsom South Canal in order to connect with an approved but not yet constructed Oselot-Baroque substation then back over the canal before heading towards International Drive.

Summary of 2015 Cultural Resource Investigation

Archival Research and Consultation

On June 4, 2015, a records search was conducted at the California Historic Resources Information System North Central Information Center (CHRIS-NCIC) in Sacramento. Six previous cultural resources studies were found to contain archaeological survey coverage within the project area.

AECOM staff contacted the Native American Heritage Commission (NAHC) to request a records search of the Sacred Lands Files as well as a current list of individuals and tribal organizations with potential cultural resources information regarding the project. NAHC responded that no resources were found.

2015 Pedestrian Survey

An AECOM archaeologist conducted a pedestrian survey of the project area, using 15m transects. No cultural resources were identified during the surveys. Ground visibility was fair to poor due to dense prairie grass groundcover and prior ground disturbance.

2019 Cultural Resource Update

Archival Research and Consultation

According to the May 2019 California Historical Resources Information System North Central Information Center (NCIC) records search there were zero recorded cultural resources within the proposed project's area of potential effects (APE). This negative result is consistent with the 2019 pedestrian survey in which no artifacts were observed (see below). The results of the May 2019 Sacred Lands File check by the Native American Heritage Commission (NAHC) was also negative.¹

Field Survey

On May 16, 2019 AECOM Archaeologist Diana Ewing conducted a reconnaissance pedestrian survey of the APE transects via approximately fifteen feet apart to cover the proposed project area. The site had thick groundcover consisting of grasses, wildflowers, and weeds preventing clear visibility of soils. Between the access gate off of Sunrise Blvd. and shops to the south, the small triangular-shaped field has gravel and river stones strewn throughout. Only modern trash was observed; no historic or prehistoric cultural resources were apparent.

Following the Folsom South Canal south towards Douglas Rd., the terrain is covered with more of the same vegetation obscuring the soils. A sizable pond and riparian area located across the Oselot-Baroque substation site are strewn with modern trash, again no historic or prehistoric cultural resources were observed present. Beyond the pond moving towards Douglas Rd., the vegetation was similar though some shrubs were present and a couple trees. Again, no cultural resources were observed present.

Along the north side of Douglas Rd. only modern trash was observed. The ditch beside the roadway was covered in thick grasses and weeds; one portion was in front of businesses and was paved and landscaped. The location of the Oselot-Baroque substation off Baroque Dr. was a manicured gravel lot devoid of vegetation or any apparent surface cultural artifacts. All portions of this project site are heavily modified by construction and have been disturbed/modified/built upon in the recent past. None of this project site, except for portions of the pond, is unmodified by modern construction. The negative observations of the pedestrian survey are as expected given the negative results from both the NCIC and NHAC.

Conclusion of 2019 Update

A search of the NCIC records and a pedestrian survey of the project area failed to identify the presence of cultural resources. Based on the results of the pedestrian survey, the potential for the presence of

¹ SMUD is responsible for contacting the list of all individuals and tribal organizations provided by the NAHC contacts list with consultation letters (see list at end of document).

unique archaeological resources is considered low, which is consistent with the findings made in the 2015 report.

Recommended Measures

Mitigation measures are not required to address impacts on known cultural resources. However, recommended discovery measures listed in the 2015 Cultural Resource memo remain valid for the revised project under review.

1. If evidence of an archaeological site or other suspected historical resource as defined by CEQA Guidelines Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, fired clay vessels, faunal bone, hearths, storage pits, or burials) are discovered during project-related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and SMUD shall be notified. SMUD shall hire a qualified archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by the archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological Documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-L) form and filed with the appropriate Information Center.
2. If human remains (including disarticulated or cremated remains) are discovered during any phase of construction, all ground-disturbing activity within 100 feet of the resource shall be halted. SMUD and the Sacramento County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project proponent shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. SMUD shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines Section 15064.5(e) and Public Resources Code Section 5097.98. The project contractor shall implement approved mitigation measure(s), to be verified by the Lead Agency, before resuming ground-disturbing activities within 100 feet of where the remains were discovered.



**SHINGLE SPRINGS BAND
OF MIWOK INDIANS**

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CULTURAL RESOURCES

October 8, 2019

SMUD
Jerry Park
PO Box 15830
Sacramento, CA 95852

RE: Oselot-Baroque Substation and Line Project

Dear Jerry Park,

Thank you for your letter dated September 20, 2019 in regard to the above mentioned project. Based on the information provided, the Shingle Springs Band Of Miwok Indians is not aware of any known cultural resources on this site. However, SSR would like to have continued consultation through updates, as the project progresses. This will foster a greater communication between the Tribe and your agency.

SSR would also like to request any and all completed record searches and or surveys that were done in or around the project area up to and including environmental, archaeological and cultural reports. If during the progress of the project new information or human remains are found, we would like to be able to go over our process with you to protect such important and sacred artifacts (especially near rivers and streams).

If such finds are made, please contact Kara Perry, Cultural Outreach Coordinator, at (530) 488-4049 or kperry@ssband.org.

Thank you for providing us with this notice and opportunity to comment.

Sincerely,

Daniel Fonseca
Cultural Resource Director
Tribal Historic Preservation Officer (THPO)
Most Likely Descendant (MLD)

Mr. Park

Thank you for the notification letter informing Buena Vista Rancheria (BVR) about the proposed Oselot-Baroque Substation and Line Project. At this point, based upon your research of NCIC records, we have no concerns about disturbance of cultural resources. However, if new discoveries occur, we would like notification.

Best regards,

Richard Hawkins
THPO Coordinator
Buena Vista Rancheria

Hello Jerry,

The Lone Band of Miwok Indians Cultural Heritage Committee has no proposed revisions to the Cultural Mitigation Measures for the Oselot-Baroque Substation and Line Project. With the implementation of the proposed measures and unless our Tribal Chairperson disagrees, the Cultural Heritage Committee is satisfied with the completion of AB 52 consultation at this point.

Thank you,

Jereme Dutschke
Lone Band of Miwok Indians
Cultural Heritage Committee
9252 Bush St.
Plymouth Ca. 95669
Tel. 209-245-5800
Email jereme@ionemiwok.net

From: Jerry Park <Jerry.Park@smud.org>
Sent: Tuesday, October 8, 2019 4:24 PM
To: Jereme Dutschke <jereme@ionemiwok.net>
Cc: Kim Crawford <Kim.Crawford@smud.org>
Subject: SMUD Proposed Cultural Mitigation Measures for Oselot-Baroque Substation and Line Project

Good Afternoon Jereme,

Thank you very much for taking the time to review and discuss SMUD's projects. As a follow-up to this afternoon's meeting, attached are the proposed mitigation measures for the Cultural Resources and Tribal Cultural Resources sections in the proposed Subsequent Mitigated Negative Declaration. Please review the proposed mitigation measures and let me know if any revisions are necessary. In addition, please provide a response via email in regards to the completion of AB 52 consultation.

If you have any questions, please let me know.

Best Regards,

Jerry Park
Environmental Management Specialist, Environmental Services
916-732-7406 | jerry.park@smud.org

SMUD | Powering forward. Together.
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MIWOK United Auburn Indian Community
MAIDU of the Auburn Rancheria

Gene Whitehouse
Chairman

John L. Williams
Vice Chairman

Calvin Moman
Secretary

Jason Camp
Treasurer

Gabe Cayton
Council Member

September 25, 2019

Jerry Park
SMUD, Environmental Management Specialist
P.O. Box 15830
Sacramento, CA 95817

RE: AB 52 Consultation Request for the Proposed SMUD Oselot-Baroque Substation and Line Project, Rancho Cordova, CA

Dear Environmental Management Specialist Jerry Park,

The United Auburn Indian Community (UAIC) received a letter from the SMUD dated 9/13/2019, formally notifying us of a proposed project, the Project in Rancho Cordova, and an opportunity to consult under AB 52. Our records indicate that there are no known tribal cultural resources in the proposed project area; therefore, UAIC does not wish to initiate consultation under AB 52 at this time. Should the project change in material ways, we request to be informed of those changes so that we may reassess the need to initiate consultation. We ask that this letter be made part of the project record.

While we do not wish to consult at this time, we would like to receive copies of the drafted or completed environmental technical documents completed for the project, including archaeological reports or cultural resource assessments, with the results of the records searches, so that we have the opportunity to comment on potential impacts and proposed mitigation measures related to tribal cultural resources.

Finally, please contact us if you discover any tribal and/or cultural resources within the project area. If tribal cultural resources are identified, it is UAIC's policy to preserve tribal and cultural resources in place and avoid them whenever possible, and have a tribal monitor present during any ground disturbing activities. Subsurface testing and data recovery must not occur without first consulting with UAIC and receiving UAIC's written consent.

Thank you again for taking these matters into consideration, and for involving the UAIC in the planning process. We look forward to reviewing the additional documents requested. Please contact Anna M. Starkey, Cultural Regulatory Specialist, at (916) 251-1565 or email at astarkey@auburnrancheria.com if you have any questions.

Sincerely,

Gene Whitehouse,
Chairman

CC: Matthew Moore, Tribal Historic Preservation Office

Tribal Office 10720 Indian Hill Road Auburn, CA 95603 (530) 883-2390 FAX (530) 883-2380