Board Energy Resources & Customer Services Committee Meeting and Special SMUD Board of Directors Meeting

Date: Tuesday, March 18, 2025

Time: Immediately following the Finance & Audit Committee meeting scheduled to begin at 6:00 p.m.

Location: SMUD Headquarters Building, Auditorium
6201 S Street, Sacramento, CA

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AGENDA
BOARD ENERGY RESOURCES & CUSTOMER SERVICES COMMITTEE MEETING
AND SPECIAL SMUD BOARD OF DIRECTORS MEETING

Tuesday, March 18, 2025
SMUD Headquarters Building, Auditorium
6201 S Street, Sacramento, California
Immediately following the Finance & Audit Committee and
Special SMUD Board of Directors Meeting scheduled to begin at 6:00 p.m.

This Committee meeting is noticed as a joint meeting with the Board of Directors for the purpose of compliance with the Brown Act. In order to preserve the function of the Committee as advisory to the Board, members of the Board may attend and participate in the discussions, but no Board action will be taken. The Energy Resources & Customer Services Committee will review, discuss and provide the Energy Resource & Customer Services Committee's recommendation on the following:

Virtual Viewing or Attendance:
Live video streams (view-only) and indexed archives of meetings are available at: http://smud.granicus.com/ViewPublisher.php?view_id=16

Zoom Webinar Link: Join Board Energy Resources & Customer Services Committee Meeting Here
Webinar/Meeting ID: 161 117 6075
Passcode: 557532
Phone Dial-in Number: 1-669-254-5252 or 1-833-568-8864 (Toll Free)

Verbal Public Comment:
Members of the public may provide verbal public comment by:

- Completing a sign-up form at the table outside of the meeting room and giving it to SMUD Security.
- Using the “Raise Hand” feature in Zoom (or pressing *9 while dialed into the telephone/toll-free number) during the meeting at the time public comment is called. Microphones will be enabled for virtual or telephonic attendees when the commenter’s name is announced.

Written Public Comment:
Members of the public may provide written public comment on a specific agenda item or on items not on the agenda (general public comment) by submitting comments via email to PublicComment@smud.org or by mailing or bringing physical copies to the meeting. Email is not monitored during the meeting. Comments will not be read into the record but will be provided to the Board and placed into the record of the meeting if received within two hours after the meeting ends.

DISCUSSION ITEMS

1. Emily Bacchini

Discuss certification of the **California Environmental Quality Act (CEQA) Station J Bulk Transmission Substation Project (Project) Final Environmental Impact Report (FEIR)**, including adoption of the **Findings**; adopt the **Mitigation Monitoring and Reporting Program** for the **Project**; and approve the **Project**.
Presentation: 10 minutes
Discussion: 10 minutes

2. Emily Bacchini

Discuss approval of Contract Change No. 2 to Contract No. 4600001745 with **AECOM Technical Services, Inc.**, Contract No. 4600001746 with **Ascent Environmental, Inc.**, Contract No. 4600001747 with **Environmental Science Associates**, and Contract No. 4600001748 with **GEI Consultants, Inc.** (collectively, the **Contracts**) for environmental and California Environmental Quality Act (CEQA) support services to increase the aggregate contract not-to-exceed amount by $5 million, from $11 million to $16 million, and to extend the expiration date of the **Contracts** by two years to May 31, 2028.
Presentation: 5 minutes
Discussion: 5 minutes

3. Casey Fallon

Discuss authorizing the Chief Executive Officer and General Manager to negotiate and award a contract to **Hensel Phelps Construction Co.** to perform Phase I pre-construction services and equipment procurement for the **Folsom Administrative Operations Building Project**, in an amount not to exceed $13,068,600.
Presentation: 5 minutes
Discussion: 5 minutes

4.	Casey Fallon	Discuss approval of an increase to the aggregate contract not-to-exceed amount for medium voltage, secondary, overhead, underground, and other miscellaneous wire and cable by $85.4 million, from $55 million to $140.4 million, for Contract No. 4600001348 with **The Okonite Company**, Contract No. 4600001771 with **Kortick Manufacturing, LLC**, Contract No. 4600001350 with **Southwire Company, LLC**, and Contract No. 4600001351 with **Anixter, Inc.** (collectively, the **Contracts**) and an extension of the **Contracts** to September 30, 2030. Presentation: 5 minutes Discussion: 5 minutes
5.	Casey Fallon	Discuss approval of Contract Change No. 9 to Contract No. 4500083213 with **KUBRA America West, Inc.** for SMUD's bill presentment and payment solutions to extend the contract expiration date by five years from December 31, 2025, to December 31, 2030, and to increase the contract amount by $10 million, from $18,347,131 to $28,347,131. Presentation: 5 minutes Discussion: 5 minutes

INFORMATIONAL ITEMS

6.	Public Comment	
7.	Brandon D. Rose	Summary of Committee Direction. Discussion: 1 minute

Members of the public shall have up to three (3) minutes to provide public comment on items on the agenda or items not on the agenda, but within the jurisdiction of SMUD. The total time allotted to any individual speaker shall not exceed nine (9) minutes.

Members of the public wishing to inspect public documents related to agenda items may click on the Information Packet link for this meeting on the smud.org website or may call 1-916-732-7143 to arrange for inspection of the documents at the SMUD Headquarters Building, 6201 S Street, Sacramento, California.

ADA Accessibility Procedures: Upon request, SMUD will generally provide appropriate aids and services leading to effective communication for qualified persons with disabilities so that they can participate equally in this meeting. If you need a reasonable auxiliary aid or service for effective communication to participate, please email Toni.Stelling@smud.org, or contact by phone at 1-916-732-7143, no later than 48 hours before this meeting.

SSS No. E,S,RES 25-02

BOARD AGENDA ITEM
STAFFING SUMMARY SHEET

Committee Meeting & Date
ERCS – 03/18/25
Board Meeting Date
March 20, 2025

TO		TO	
1.	Eric Poff	6.	
2.	Frankie McDermott	7.	
3.	Brandy Bolden	8.	
4.	Lora Anguay	9.	**Legal**
5.	Suresh Kotha	10.	**CEO & General Manager**

Consent Calendar		**Yes**	X	**No** *If no, schedule a dry run presentation.*	**Budgeted**	X	**Yes**		**No** *(If no, explain in Cost/Budgeted section.)*

FROM (IPR)	DEPARTMENT	MAIL STOP	EXT.	DATE SENT
Emily Bacchini	Environmental, Safety & Real Estate Services	B209	6334	02/21/25

NARRATIVE:

Requested Action: Certify the California Environmental Quality Act (CEQA) Station J Bulk Transmission Substation Project (Project) Final Environmental Impact Report (FEIR), including adoption of the Findings; adopt the Mitigation Monitoring and Reporting Program for the Project; and approve the Project.

Summary: SMUD is proposing the Station J Bulk Transmission Substation Project ("Station J Substation Project" or "project"). SMUD's goals for the project are to demolish the existing on-site structures and construct new infrastructure to support up to five 40 megavolt-amperes (MVA) 115/21 kilovolt (kV) transformers for a total of up to 200 MVA, including up to eight miles of overhead and underground 115kV and 21kV connections into the substation from nearby existing SMUD facilities and infrastructure. The project would be located on a 10.3-acre site at 1220 North B Street in a developed area of downtown Sacramento. The project site is bordered by North B Street to the north, North 14th Street to the east, Union Pacific Railroad (UPRR) tracks to the south, and North 12th Street to the west. The project site is relatively flat and sparsely vegetated with a limited number of trees along the project's southern perimeter.

An Environmental Impact Report (EIR) has been prepared to evaluate the Station J Substation Project and concludes that the project would not have a significant effect on the environment after the incorporation of mitigation measures for the following: Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Noise, and Tribal Cultural Resources. As required by CEQA, a Notice of Preparation was made available for public review from February 22, 2023, to March 27, 2023. A public meeting was hosted on March 9, 2023; no members of the public attended. The Draft EIR was subsequently published on October 4, 2023, for a 45-day public review period ending November 17, 2023. A public meeting was again hosted by SMUD on October 24, 2023. The Salvation Army was the only attendee from the public. During the public review period, letters were sent to agencies and over 500 members of the public within 500 feet of the project. During the public comment period, SMUD received comment letters from the Sacramento Metropolitan Air Quality Management District (SMAQMD), Department of Toxic Substances Control (DTSC), and The Salvation Army. The comment from SMAQMD requested clarity regarding the air analysis. The letter from the DTSC summarized their regulatory responsibility of protecting the environment and requested the additional clarity be added to the Hazards and Hazardous Materials discussion. These have been addressed in the Final EIR. The Salvation Army letter spoke to concerns regarding construction noise and how it may affect their clientele. Staff met with Salvation Army leadership and committed to additional mitigation measures to satisfy their concerns which was added to the Final EIR.

Prior to completing the Final EIR additional project details were added to the project description including an additional 40 MVA 115/21 kV transformer and up to one additional mile of underground 115kV and 21kV connections into the substation. Due to incorporation of new information, the Final EIR approval process was paused. An updated Notice of Availability and Recirculated Draft EIR that included the updated project description was released on November 18, 2024, for a 45-day public comment period ending on January 6, 2025. A public meeting was hosted on December 11, 2024. It was attended by a member of the River District Improvement District and a member of the Alkali/Mansion Flats Historic Neighborhood Association. No comment letters were received during the comment period.

	The Final EIR was made available to commenters on March 10, 2025. The March 19, 2025, Energy Resources & Customer Services (ERCS) Committee and March 20, 2025, SMUD Board of Directors meetings were noticed by direct mail to organizations who submitted comment letters or attended a public meeting.
Board Policy: *(Number & Title)*	The proposed project supports the following Board adopted policies: Strategic Direction SD-4, Reliability, the goals to achieve transmission and distribution system reliability and make necessary electrical system upgrades to maintain load serving capability and increase the electric system capacity to meet expected customer electrical load growth; Strategic Direction SD-7, Environmental Leadership, goals relating to avoiding and reducing adverse environmental impacts; and Strategic Direction SD-5, Customer Relations, proactively engaging customers and other stakeholders.
Benefits:	Transmission and distribution assets are in close proximity; proximity to major load center; centralized location; and ability to provide contingency capabilities to Station G and Station E.
Cost/Budgeted:	$145,000,000
Alternatives:	Return to staff for further study; or Reject the EIR.
Affected Parties:	Grid Assets, Grid Planning, City of Sacramento, Wilton Rancheria, United Auburn Indian Community, Shingle Springs Band of Miwok Indians, Salvation Army and the public
Coordination:	Substations; Grid Strategy & Operations: Distribution Operations, Grid Planning; Regional & Local Government; Community Engagement, Marketing & Corporate Communications; Environmental Services; Real Estate Services; Customer Operations; City of Sacramento, Shingle Springs Band of Miwok Indians; Wilton Rancheria; United Auburn Indian Community
Presenter:	Emily Bacchini, Interim Director of Environmental, Safety & Real Estate Services

Additional Links:

SUBJECT	ITEM NO. ***(FOR LEGAL USE ONLY)***
Station J Bulk Transmission Substation Project (CEQA)	

ITEMS SUBMITTED AFTER DEADLINE WILL BE POSTPONED UNTIL NEXT MEETING.

DRAFT

Sacramento Municipal Utility District
Station J Bulk Transmission Substation Project

Final Environmental Impact Report • February 2025

State Clearinghouse No. 2023020549

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Sacramento Municipal Utility District

Station J Bulk Transmission Substation Project

Final Environmental Impact Report

State Clearinghouse No. 2023020549

February 2025

Lead Agency:

Sacramento Municipal Utility District
6201 S Street, MS B203
Sacramento, CA 95817-1899
or

P.O. Box 15830
Sacramento, CA 95852-0830
Attn: Rob Ferrera
(916) 732-6676 Rob.Ferrera@smud.org

Prepared by:

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Table 2-1. Comments Received on the Recirculated Draft EIR 2-1

Appendix

A Comment Letters Received During the 1st Public Review Period

B Revised Draft EIR

ACRONYMS AND OTHER ABBREVIATIONS

ASTM	American Society for Testing and Materials International
CARB	California Air Resources Board
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
City	City of Sacramento
dBA	A-weighted sound levels
Draft EIR	draft environmental impact report
EIR	environmental impact report
Final EIR	final environmental impact report
kV	Kilovolt
MDO	Medium Density Overlay
MMRP	mitigation monitoring and reporting program
mph	miles per hour
MVA	megavolt-amperes
PRC	Public Resources Code
project	Station J Bulk Transmission Substation Project
SCEMD	Sacramento County Environmental Management Department
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utility District
STC	Sound Transmission Class
STLC	Soluble threshold limit concentration
TCLP	toxicity characteristic leaching procedure
TCRs	tribal cultural resources
the Board	Sacramento Municipal Utility District's Board of Directors
UAIC	United Auburn Indian Community
VELB	Valley Elderberry Longhorn Beetle

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1.0 Introduction

On November 18, 2024, the Sacramento Municipal Utility District (SMUD) released for public review the recirculated draft environmental impact report (Draft EIR) for the proposed Station J Bulk Transmission Substation Project (project). The EIR describes the existing conditions of the project site, analyzes the potential environmental impacts of the project, and identifies mitigation measures where necessary and available to avoid or reduce the magnitude of potentially significant impacts of the project. The project would include demolition of existing on-site structures and construction of new infrastructure to support up to six 40 megavolt-amperes (MVA) 115/21 Kilovolt (kV) transformers for a total of up to 240 MVA, including up to 9 miles of overhead and underground 115kV and 21kV connections into the substation from nearby existing SMUD facilities and infrastructure.

1.1 Public Review and Responses to Comments

In accordance with Sections 15087 and 15105 of the State California Environmental Quality Act (CEQA) Guidelines, the Draft EIR was recirculated for public review and comment to responsible and regulatory agencies, as well as members of the public, for 45 days (November 18, 2024 through January 6, 2025). SMUD also held a public meeting on December 11, 2024 to receive comments on the recirculated Draft EIR. Written comment letters received on the recirculated Draft EIR consisted solely of one letter, which is provided in its entirety in Chapter 2, "Comments and Responses to Comments."

SMUD also received comment letters during the original public review of the Draft EIR (October 4, 2024, through November 17, 2023), which led to some of the text changes reflected in the recirculated Draft EIR. Copies of those comment letters are provided in Appendix A to this Final EIR.

The recirculated Draft EIR, Final EIR, and associated appendices are available for review online at: https://www.smud.org/en/Corporate/About-us/Reliability/Station-J-substation

As required by State CEQA Guidelines Section 15088(b), SMUD has provided an electronic copy (through SMUD's website) of responses to comments to each public agency, organization, and individual that submitted written comments on the recirculated Draft EIR at least 10 days prior to certification of the Final EIR.

1.2 Organization of the Responses to Comments

Chapter 2 of the Final EIR consists of the one written comment received on the Recirculated Draft EIR.

1.3 Comments that Require Responses

Section 15088(c) of the State CEQA Guidelines specifies that the focus of the responses to comments shall be on the disposition of significant environmental issues. Responses are not required on comments regarding the merits of the project or on issues not related to the project's environmental impacts. Comments on the merits of the proposed project or other comments that do not raise environmental issues will be reviewed by SMUD's Board of Directors (the Board) before an action is taken on the project. The responses address

environmental issues and indicate where issues raised are not environmental or address the merits of the project. In the latter instance, no further response is provided.

1.4 Project Decision Process

This document and the recirculated Draft EIR together constitute the Final EIR, which will be considered by the Board before a decision on whether to approve the project. If the Board decides to approve the project, it must first certify that the Final EIR was completed in compliance with CEQA's requirements, was reviewed and considered by the Board, and reflects the Board's independent judgment and analysis, as required by State CEQA Guidelines Section 15090. The Board would then be required to adopt findings of fact on the disposition of each significant environmental impact, as required by State CEQA Guidelines Section 15091. This EIR does not identify any significant and unavoidable impacts (those that cannot be mitigated to a less-than-significant level) that would result from the project; therefore, a statement of overriding considerations, pursuant to State CEQA Guidelines Section 15093, is not warranted. A Mitigation Monitoring and Reporting Program, which is required by CEQA Guidelines Section 15091(d), has been included as Chapter 3 of this Final EIR.

1.5 Revisions to the Draft EIR

As discussed in Section 1.1, "Public Review and Response to Comments," above, CEQA requires recirculation of an EIR when the lead agency adds "significant new information" to an EIR, regarding changes to the project description or the environmental setting, after public notice is given of the availability of a draft EIR for public review under State CEQA Guidelines, California Code of Regulations (CCR) Section 15087, but before EIR certification (State CEQA Guidelines CCR Section 15088.5[a]). Recirculation is not required unless the EIR is changed in a way that would deprive the public of the opportunity to comment on significant new information, including a new significant impact in which no feasible mitigation is available to fully mitigate the impact (thus resulting in a significant and unavoidable impact), a substantial increase in the severity of a disclosed environmental impact, or development of a new feasible alternative or mitigation measures that would clearly lessen environmental impacts but that the project proponent declines to adopt (State CEQA Guidelines CCR Section 15088.5[a]). Recirculation is not required when the new information added to the EIR merely clarifies or amplifies the existing discussion or makes insignificant modifications in an adequate EIR (State CEQA Guidelines CCR Section 15088.5[b]).

No revisions to the recirculated Draft EIR were made following the public review period. Therefore, recirculation of the EIR is not required.

2.0 Comments and Responses to Comments

This section of the Final EIR contains comment letters received during the public review period for the recirculated Draft EIR. In conformance with CEQA Guidelines Section 15088(a), written responses to comments on environmental issues received from reviewers of the recirculated Draft EIR were prepared, including both written and oral comments.

Table 2-1 identifies a number for each comment letter received, the author of the comment letter, and the date of the comment letter. Each comment letter is included in its entirety for decision maker consideration before each response.

Table 2-1. Comments Received on the Recirculated Draft EIR

Letter #	Commenter	Date
1	Roberto Ramirez, Air Quality Planner/Analyst, Sacramento Metropolitan Air Quality Management District	January 2, 2025

2.1.1 Comment Letter 1

From: Roberto Ramirez
To: Rob Ferrera
Subject: [EXTERNAL] No Comment - Recirculated Draft Environmental Impact Report for the Station J Bulk Transmission Substation Project
Date: Thursday, January 2, 2025 12:32:48 PM
Attachments: Outlook-xbp3n1ud.png
Outlook-l0acwxzu.png

CAUTION: This email originated from outside of SMUD. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Rob,

Thank you for giving us the opportunity to review the Recirculated Draft Environmental Impact Report for the Station J Bulk Transmission Substation Project. We have no comments at this time.

Thank you,

Roberto Ramirez
Air Quality Planner/Analyst
ISA Certified Arborist #WE-14276A
Transportation & Climate Change
Desk: (916) 704-4552
www.AirQuality.org
@AQMD

2.1.2 Response to Comment Letter 1

Comment noted. SMUD thanks Sacramento Metropolitan Air Quality Management District for taking the time to review the recirculated Draft EIR for the Station J Bulk Transmission Substation Project.

3.0 Corrections and Revisions to the Draft EIR

No corrections or specific text changes have been made to the Draft EIR since its publication and public review. Text deletions that are shown in strikethrough (~~strikethrough~~), and text additions that are shown in underline (<u>underline</u>) represent the Draft EIR at the time of recirculation.

4.0 Mitigation Monitoring and Reporting Program

This mitigation monitoring and reporting program (MMRP) summarizes the mitigation measures, implementation schedule, and responsible parties for monitoring the mitigation measures required of the proposed Station J Bulk Transmission Substation Project, as set forth in the EIR prepared for the project.

Section 21081.6 of the California Public Resources Code and Section 15091(d) and Section 15097 of the State CEQA Guidelines require public agencies "to adopt a reporting or monitoring program for changes to the project which it has adopted or made conditions of project approval to mitigate or avoid significant effects on the environment." An MMRP is required for the project because the EIR for the project identified potentially significant adverse impacts related to construction and operation of the project, and mitigation measures have been identified to reduce these impacts to a less-than-significant-level.

This MMRP will be adopted by SMUD if it approves the project and will be kept on file at SMUD's Customer Service Center at 6301 S Street, Sacramento, CA 95817. SMUD will use this MMRP to ensure that identified mitigation measures, adopted as a condition of project approval, are implemented appropriately.

4.1 Mitigation Implementation and Monitoring

SMUD will be responsible for monitoring the implementation of mitigation measures designed to minimize impacts associated with the project. While SMUD has ultimate responsibility for ensuring implementation, others may be assigned the responsibility of actually implementing the mitigation. SMUD will retain the primary responsibility for ensuring that the project meets the requirements of this MMRP and other permit conditions imposed by participating regulatory agencies.

SMUD will designate specific personnel who will be responsible for monitoring implementation of the mitigation that will occur during project construction. The designated personnel will be responsible for submitting documentation and reports to SMUD on a schedule consistent with the mitigation measure and in a manner necessary for demonstrating compliance with mitigation requirements. SMUD will ensure that the designated personnel have authority to require implementation of mitigation requirements and will be capable of terminating project construction activities found to be inconsistent with mitigation objectives or project approval conditions.

SMUD and its appointed contractor will also be responsible for ensuring that its construction personnel understand their responsibilities for adhering to the performance requirements of the mitigation plan and other contractual requirements related to the implementation of mitigation as part of project construction. In addition to the prescribed mitigation measures, Table 3-1 lists each identified environmental resource being affected (in the same order and using the same numbering system as in the EIR), the associated CEQA checklist question (used as the thresholds of significance in the EIR), the corresponding monitoring and reporting requirement, the party responsible for ensuring implementation of the mitigation measure and monitoring effort, and the project component to which the mitigation measure applies. If an issue addressed in the EIR does not result in mitigation, it is not included in the table.

4.2 Mitigation Enforcement

SMUD will be responsible for enforcing mitigation measures. If alternative measures are identified that would be equally effective in mitigating the identified impacts, implementation of these alternative measures will not occur until agreed upon by SMUD.

4.3 Reporting

SMUD shall, or may require the contractor to, prepare a monitoring report upon completion of the project describing the compliance of the activity with the required mitigation measures. Information regarding inspections and other requirements shall be compiled and explained in the report. The report shall be designed to simply and clearly identify whether mitigation measures have been adequately implemented consistent with the MMRP requirements. At a minimum, each report shall identify the mitigation measures or conditions to be monitored for implementation, whether compliance with the mitigation measures or conditions has occurred, the procedures used to assess compliance, and whether further action is required. The report shall be presented to SMUD's Board of Directors.

4.4 Mitigation Monitoring and Reporting Program Table

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

- **Impact** – This column provides the verbatim text of the impact statement included in the EIR.
- **Mitigation Measure** – This column provides the verbatim text of the adopted mitigation measure.
- **Implementation Duration** – This column identifies when the mitigation measure shall be implemented (e.g., prior to construction, during construction, prior to occupancy, etc.).
- **Monitoring Duration** – This column identifies the period within which monitoring shall be conducted.
- **Responsibility** – This column identifies the party(ies) responsible for implementation and/or enforcing compliance with the requirements of the mitigation measure.

Impact	Mitigation Measure	Implementation Duration	Monitoring Duration	Responsibility	
				Implementation	Monitoring
Impact 3.2-1. Conflict with or obstruct implementation of the applicable air quality plan?	**Mitigation Measure 3.2-1a: SMAQMD Basic Construction Emission Control Practices** The construction contractor shall include as a condition in the grading, improvement, and demolition plans, the following basic construction emissions control practices (best management practices) to be initiated at the start and maintained throughout the duration of construction. • Control of fugitive dust as required by SMAQMD Rule 403. • Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. • Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered. • Use wet power vacuum street sweepers to remove any visible track out mud or dirt onto adjacent public roads at least once a day. Use of dry powered sweeping is prohibited. • Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). • All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. • Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site. • Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1]. For more information contact CARB at 877-593-6677, doors@arb.ca.gov, or www.arb.ca.gov/doors/compliance_cert1.html	During construction	During construction	Contractor	SMUD

Impact	Mitigation Measure	Implementation Duration	Monitoring Duration	Responsibility	
				Implementation	Monitoring
	• Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.				
	Mitigation Measure 3.2-1b: SMAQMD PM Operational Best Management Practices The applicant shall include as a condition of the Transmission Facilities Permit, the following best management practices for fugitive dust control during operational and maintenance activities associated with the project: • Limit vehicle speeds on unpaved roads to 15 mph. • Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site. • Compliance with anti-idling regulations for diesel powered commercial motor vehicles (greater than 10,000 gross vehicular weight rating). The current requirements include limiting idling time to 5 minutes and installing technologies on the vehicles that support anti-idling. Information can be found on the California Air Resources Board's website: https://ww2.arb.ca.gov/ourwork/programs/idle-reduction-technologies/idle-reduction-technologies.	During construction	During construction	Contractor	SMUD
Impact 3.2-2. 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?	**Mitigation Measure 3.2-1a: SMAQMD Basic Construction Emission Control Practices** (see above) **Mitigation Measure 3.2-1b: SMAQMD PM Best Management Practices** (see above)	During construction	During construction	Contractor	SMUD

Impact	Mitigation Measure	Implementation Duration	Monitoring Duration	Responsibility	
				Implementation	Monitoring
Impact 3.3-1. 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 Wildlife or the U.S. Fish and Wildlife Service?	**Mitigation Measure 3.3-1a: Valley Elderberry Longhorn Beetle** • Elderberry shrubs within 150 feet of the project disturbance area shall be mapped and avoided to the extent possible. Shrubs to be avoided shall be identified and flagged by a qualified biologist. • A 20-foot minimum avoidance buffer shall be established from the dripline of each avoided shrub. No work shall occur within the buffer area. • High-visibility construction fencing shall be installed along the 20-foot avoidance buffer. • If feasible, construction activities within 150 feet of an elderberry shrub shall not occur during the VELB flight season (March through July).	Elderberry shrubs to be identified and mapped, and avoidance buffers established, by a qualified biologist prior to construction. Buffers to be maintained during construction by the Contractor.	During construction	Qualified Biologist, Contractor	SMUD
	Mitigation Measure 3.3-1b: Nesting Birds • A nesting bird survey shall be conducted within the project site (for raptors and non-raptors) and a 500-foot buffer (for raptors only) prior to commencing with earth-moving or construction work if this work would occur during the typical nesting season (between February 1 and August 31). • If nesting birds are identified during the surveys, a qualified biologist will determine an appropriate disturbance-free buffer zone and clearly demarcate the buffer zone in the field for avoidance by construction activities. • The size of an established buffer may be altered if a qualified biologist conducts behavioral observations and determines the nesting birds are well acclimated to disturbance. If this occurs, the biologist shall prescribe a modified buffer that allows sufficient room to prevent undue disturbance/harassment to the nesting birds. If the buffer is reduced, the qualified biologist shall remain on site to monitor the behavior of the nesting birds during construction in order to ensure that the reduced buffer does not result in take of eggs or nestlings. • No construction or earth-moving activity shall occur within the established buffer until it is determined by a qualified biologist that the young have fledged (are no longer dependent on the	Surveys to be conducted by a qualified biologist prior to construction occurring in the typical nesting season. Buffers to be maintained during construction by the Contractor.	During construction in the typical nesting season	Qualified Biologist, Contractor	SMUD

Impact	Mitigation Measure	Implementation Duration	Monitoring Duration	Responsibility	
				Implementation	Monitoring
	nest or the adults for feeding) and have attained sufficient flight skills to avoid project construction zones. This typically occurs by August 31. This date may be earlier or later and shall be determined by a qualified biologist. If a qualified biologist is not hired to monitor the nesting raptors, then the full buffer(s) shall be maintained in place from February 1 through the month of August. The buffer may be removed, and work may proceed as otherwise planned within the buffer on September 1.				
Impact 3.3-5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	**Mitigation Measure 3.3-5: Tree Removal** • To the maximum extent feasible, the project design shall avoid the loss of any protected tree (City or private). SMUD shall retain a certified arborist to survey trees in the project area including potential laydown areas and identify and evaluate trees that will be removed. If the arborist's survey does not identify any protected trees that would be removed or damaged as a result of the proposed project, no further mitigation is necessary. • If protected trees or their canopy are identified within the affected area, measures shall be taken to avoid impacts on protected trees as detailed in the City's tree ordinance. Protected trees that are lost as a result of the project shall be replaced according to the provisions of the ordinance and in alignment with an approved tree replacement plan (Section 12.56.060). Removed trees will generally require replacement at a 1:1 ratio. Tree replacement shall occur after project construction and will be monitored by a certified arborist.	Tree surveys to be conducted by a certified arborist before construction. Tree replacement to occur after project construction for any removed trees.	Post-construction in accordance with City's tree ordinance requirements	SMUD, Certified Arborist	SMUD, Certified Arborist
Impact 3.4-2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	**Mitigation Measure 3.4-2: Halt ground-disturbing activity upon discovery of subsurface archaeological features or Tribal cultural resources** In the event that any pre-contact or historic-era subsurface archaeological features or Tribal cultural resources (TCRs) or cultural deposits, including locally darkened soil ("midden"), that could conceal cultural deposits are discovered during construction, all ground-disturbing activity within 100 feet of the resources shall be halted and a qualified professional archaeologist and a Tribal Representative from the consulting Tribe shall be retained to assess the significance of the find. If the find is determined to be	During construction	During construction	SMUD, Contractor, Qualified Archaeologist	SMUD

Impact	Mitigation Measure	Implementation Duration	Monitoring Duration	Responsibility	
				Implementation	Monitoring
	significant by the qualified archaeologist or Tribal Representative (i.e., because it is determined to constitute either an historical resource, a unique archaeological resource, or a tribal cultural resource), the archaeologist or Tribal Representative shall develop appropriate procedures to protect the integrity of the resource and ensure that no additional resources are affected. Procedures could include, but would not necessarily be limited to, preservation in place (which shall be the preferred manner of mitigating impacts to archaeological sites and TCRs), archival research, subsurface testing, or contiguous block unit excavation and data recovery (when it is the only feasible mitigation, and pursuant to a data recovery plan). If the discovery constitutes a TCR, any data recovery shall be in coordination with Tribes. Curation of resources is not recommended under Tribal protocol and reburying of resources where, or in close proximity to where they were excavated, is preferred. Note that all archaeologists, Tribal Representatives, and Tribal Monitors shall meet the appropriate level of safety training (e.g., confined spaces, hazardous material exposure, etc.) in compliance with California Division of Occupational Safety and Health State and federal Occupational Safety and Health Administration requirements prior to entering construction work areas.				
Impact 3.4-2. Disturb any human remains, including those interred outside of formal cemeteries?	**Mitigation Measure 3.12-1a: TCRs and Human Remains** Although surface level TCRs, including human remains, have not been identified for this project, Tribal consultation has shown that there is the potential for unidentified sites of cultural significance to be present in the subsurface context. The following mitigation measure was provided by UAIC and is intended to address the evaluation and treatment of inadvertent/unanticipated discoveries of potential TCRs, archaeological, or cultural resources during a project's ground-disturbing activities. If any suspected TCRs or resources of Tribal cultural significance, including but not limited to features, anthropogenic/cultural soils, cultural belongings or objects (artifacts), shell, bone, shaped stones or bone, or ash/charcoal deposits are discovered by any	During construction	During construction	SMUD to complete any required consultation with Tribal representatives. Contractor to implement protective treatment measures.	SMUD

Impact	Mitigation Measure	Implementation Duration	Monitoring Duration	Responsibility	
				Implementation	Monitoring
	person during construction activities including ground disturbing activities, all work shall pause immediately within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. Work shall cease in and within the immediate vicinity of the find regardless of whether the construction is being actively monitored by a Tribal Monitor, cultural resources specialist, or professional archaeologist. A Tribal Representative from a California Native American Tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC §21074). The Tribal Representative will make recommendations for further evaluation and treatment as necessary. When avoidance is infeasible, preservation in place is the preferred option for mitigation of TCRs under CEQA, and every effort shall be made to preserve the resources in place, including through project redesign, if feasible. If redesign is determined to not be feasible, SMUD shall continue consultation with Tribes to determine appropriate treatment of the find. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they will not be subject to future impacts. Permanent curation of TCRs will not take place unless approved in writing by the California Native American Tribe that is traditionally and culturally affiliated with the project area. The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a TCR may include Tribal Monitoring, culturally appropriate recovery of cultural objects and belongings, and reburial of cultural objects and belongings or cultural soil. The construction contractor(s) shall provide secure, on-site storage for culturally sensitive soils or objects that are components of TCRs that are found or recovered during construction. Only Tribal Representatives shall have access to the storage. Storage size				

Impact	Mitigation Measure	Implementation Duration	Monitoring Duration	Responsibility	
				Implementation	Monitoring
	shall be determined by the nature of the TCR and can range from a small lock box to a conex box (shipping container). A secure (locked), fenced area can also provide adequate on-site storage if larger amounts of material must be stored. The construction contractor(s) and SMUD shall facilitate the respectful reburial of the culturally sensitive soils or objects. This includes providing a reburial location that is consistent with the Tribe's preferences, excavation of the reburial location, and assisting with the reburial, upon request. Any discoveries shall be documented on a Department of Parks and Recreation (DPR) 523 form within 2 weeks of the discovery and submitted to the appropriate CHRIS center in a timely manner. Work at the TCR discovery location shall not resume until authorization is granted by the Lead Agency in coordination with the culturally affiliated Tribe. If articulated or disarticulated human remains, or human remains in any state of decomposition or skeletal completeness are discovered during construction activities, the Sacramento County Coroner shall be contacted immediately. Upon determination by the Sacramento County Coroner that the find is Native American in origin, the Native American Heritage Commission will assign the Most Likely Descendent who will work with SMUD to define appropriate treatment and disposition of the burials. Note that all archaeologists, Tribal Representatives, and Tribal Monitors shall meet the appropriate level of safety training (e.g., confined spaces, hazardous material exposure, etc.) in compliance with California Division of Occupational Safety and Health State and federal Occupational Safety and Health Administration requirements prior to entering construction work areas.				
	Mitigation Measure 3.12-1b: Forensic Canines In consultation with the California Native American Tribe that is traditionally and culturally affiliated with the project area, SMUD will obtain the service of forensic canines to determine the potential for the presence of human remains following site demolition of buildings and hardscape surfaces (e.g., foundations and parking areas). If the results are positive an appropriate burial mitigation	During construction	During and after construction	SMUD	SMUD

Impact	Mitigation Measure	Implementation Duration	Monitoring Duration	Responsibility	
				Implementation	Monitoring
	plan will be developed and implemented in consultation with the California Native American Tribe that is traditionally and culturally affiliated with the project area. Avoidance and preservation in place will be the first option considered where feasible.				
	Mitigation Measure 3.12-1c: Cultural Resources Awareness Training A cultural resources awareness respect training program will be provided to all construction personnel active on the project site prior to implementation of earth moving activities. A representative or representatives from culturally affiliated Native American Tribe(s) will be invited to participate in the development and delivery of the cultural resources awareness training program in coordination with a qualified archaeologist meeting the United States Secretary of Interior guidelines for professional archaeologists. The program will include relevant information regarding sensitive Tribal cultural resources, including protocols for resource avoidance, applicable laws regulations, and the consequences of violating them. The program will also underscore the requirement for confidentiality and culturally-appropriate treatment of any find of significance to Native Americans and protocols, consistent, to the extent feasible, with Native American Tribal values.	Before and during construction	During construction	SMUD, Contractor, Qualified Archaeologist	SMUD
Impact 3.6-5. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**Mitigation Measure 3.6-5: Pre-Construction Training and Resource Evaluation by Qualified Paleontologist** If construction or other project personnel discover any potential fossils during construction, regardless of the depth of work or location, work at the discovery location shall cease in a 50-foot radius of the discovery and SMUD shall be notified. SMUD shall retain a qualified paleontologist to evaluate the resource. If the discovery is identified as potentially significant, additional work, such as recovery, laboratory preparation, fossil identification, curation, and reporting, may be necessary. Recovered paleontological resources should be deposited in an appropriate fossil repository to be determined by SMUD in consultation with the qualified paleontologist.	Before and during construction	During construction	SMUD, Contractor, Qualified Paleontologist	SMUD

Impact	Mitigation Measure	Implementation Duration	Monitoring Duration	Responsibility	
				Implementation	Monitoring
Impact 3.8-1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	**Mitigation Measure 3.8-1a: Implement a Soil and Groundwater Management Plan** SMUD and its Contractor shall prepare and implement a Soil and Groundwater Management Plan to address contaminant-impacted soil and groundwater. The Plan shall address the apparent petroleum-impacted soil in the vicinity of boring B-4 by further delineating the petroleum-impacts and then excavating and disposing of this soil prior to commencing construction. This activity could be carried out as pre-construction activities or as part of the first construction phase. Excess soil generated at the site shall be properly characterized prior to off-site disposal and disposed of at a waste facility permitted to accept the waste. Based on the STLC/TCLP results, it is possible that some soil removed during construction activities will require transportation to a California hazardous waste landfill, due to the STLC exceedances and near exceedances. Soils from the Railyards should not be exported to any other sites outside the Railyards for any purpose other than disposal at a regulated facility without prior approval from DTSC. In the unlikely event that groundwater is encountered and dewatering required during project construction, SMUD will adhere to requirements in SWRCB's Water Quality Order 2003-0003-DWQ and, within the Railyards, request approval from DTSC prior to implementation of the groundwater management plan. Water would be collected, tested, and treated prior to discharge, in accordance with all regulatory requirements.	Before and/or during construction	Before and/or during construction	SMUD, Contractor	SMUD
	Mitigation Measure 3.8-1b: Manage Accidental Discovery of Hazardous Materials If contaminated soils or potentially hazardous items are discovered during earth moving activities, all ground-disturbing activities within 50 feet shall be halted until a qualified SMUD employee or SMUD representative can assess the conditions on the site. SMUD will notify the appropriate agency (e.g., SCEMD) to determine next steps for managing the potentially hazardous materials. If it is determined that the hazardous material cannot be re-incorporated into the project site, it shall be hauled by a qualified hauler to an appropriate waste disposal facility.	During construction	During construction	SMUD, Contractor	SMUD

Impact	Mitigation Measure	Implementation Duration	Monitoring Duration	Responsibility	
				Implementation	Monitoring
Impact 3.8-2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	**Mitigation Measure 3.8-1a: Implement a Soil Management Plan** (see above) **Mitigation Measure 3.8-1b: Manage Accidental Discovery of Hazardous Materials** (see above)	Before and/or during construction	Before and/or during construction	SMUD, Contractor	SMUD
Impact 3.8-4. 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 the environment?	**Mitigation Measure 3.8-1a: Implement a Soil Management Plan** (see above) **Mitigation Measure 3.8-1b: Manage Accidental Discovery of Hazardous Materials** (see above)	Before and/or during construction	Before and/or during construction	SMUD, Contractor	SMUD
Impact 3.10-1. 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?	**Mitigation Measure 3.10-1a: Construction Noise Reduction** The contractor shall ensure that the following measures are implemented during all phases of project construction: • Whenever construction occurs adjacent to occupied residences (on or offsite) temporary barriers shall be constructed around the construction sites to shield the ground floor of the noise sensitive uses. These barriers shall be of ¾-inch Medium Density Overlay (MDO) plywood sheeting, or other material of equivalent utility and appearance, and shall achieve a Sound Transmission Class of STC-30 or greater, based on certified sound transmission loss data taken according to American Society for Testing and Materials International (ASTM) Test Method E90. • Construction activities shall comply with the City of Sacramento Noise Ordinance, which limits such activity to the hours of 7:00 a.m. to 6:00 p.m. Monday through Saturday, the	During construction	During construction	Contractor	SMUD

Impact	Mitigation Measure	Implementation Duration	Monitoring Duration	Responsibility	
				Implementation	Monitoring
	hours of 9:00 a.m. to 6:00 p.m. on Sunday, prohibits nighttime construction unless authorized by the director of building inspections for a period no greater than three days, and requires the use of exhaust and intake silencers for construction equipment engines. • Construction equipment staging areas shall be located as far as feasible from residential areas while still serving the needs of construction contractors. • Activities that generate high noise levels such as pile driving and the use of jackhammers, drills, and impact wrenches, shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday. • Smaller excavators and bulldozers shall be used during the demolition of the existing building within 25 feet of the building on the northwest site boundary, and this activity shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday only.				
	Mitigation Measure 3.10-1b: Employ Noise-Reducing Construction Measures for Project Construction Truck Traffic SMUD and its construction contractor(s) will implement the following measures: • Establish and enforce construction site and haul road speed limits to less than 15 mph. • Route construction-related truck traffic along roadways that will cause the least disturbance to residents. • Use high-grade engine exhaust silencers and engine-casing sound insulation.	During construction	During construction	SMUD, Contractor	SMUD
Impact 3.10-2. Generation of excessive groundborne vibration or groundborne noise levels?	**Mitigation Measure 3.10-2: Employ Vibration-Reducing Construction Measures for Demolition and Construction Adjacent to Impacted Building** • Enhanced Pre-Demolition Survey: Conduct detailed structural assessments using laser scanning or 3D modeling to document potential weaknesses with high precision.	Before and during construction	Before and during construction	SMUD	SMUD

Impact	Mitigation Measure	Implementation Duration	Monitoring Duration	Responsibility	
				Implementation	Monitoring
	• Advanced Controlled Demolition Techniques: Utilize diamond wire sawing or hydrodemolition to minimize vibrations. Implement a highly controlled, piece-by-piece demolition method. • Real-Time Vibration Monitoring: Install multiple vibration sensors on the impacted building for real-time monitoring. Set up an alert system for instant notifications if vibrations approach critical levels. • Enhanced Buffer Zones: Create double-layer buffer zones using heavy-duty materials like thick rubber mats and geofoam barriers. Implement additional protective measures such as temporary walls filled with sound and vibration absorbing materials. • High Precision Equipment Selection: Use state-of-the-art demolition equipment designed for low vibration output. Ensure machinery operates at optimal performance levels. • Specialized Operational Modifications: Schedule vibration-intensive activities during periods when the adjacent building is unoccupied, if possible. Employ a staggered approach to demolition activities to distribute the vibration load over time. • Enhanced Structural Support: Use advanced shoring systems like hydraulic shoring or steel bracing for robust temporary support. Conduct regular inspections of the support systems. • Advanced Ground Stabilization: Employ deep soil mixing or grouting techniques to stabilize the ground and reduce vibration transmission. Use vibration isolation pads or trenches around the demolition site. • Comprehensive Communication Plan: Establish a direct line of communication with stakeholders for real-time updates and feedback. Provide detailed schedules and daily reports on demolition activities and monitoring results. • Thorough Post-Demolition Inspection and Remediation: Conduct a comprehensive post-demolition survey using visual inspections and advanced non-destructive testing methods. Promptly address any issues, including structural repairs or further stabilization measures.				

Impact	Mitigation Measure	Implementation Duration	Monitoring Duration	Responsibility	
				Implementation	Monitoring
Impact 3.11-3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	**Mitigation Measure 3.11-3a: Protect Bike Facilities** SMUD shall prepare site plans showing all required bikeway facilities in compliance with City of Sacramento Standards. The Project entitlements shall be conditioned to provide the required bikeway facilities as part of an improvement plan which includes alternate on-street and separated bikeway facilities that connect to the City's bicycle network. The project applicant shall work with the City to ensure that the proposed bikeway facilities would achieve the intent of the Bikeway Master Plan and meet the City's standards. Modifications to the proposed bikeways shall be made to satisfy the requirements of the City.	Before and during construction	Before and during construction	SMUD	SMUD
	Mitigation Measure 3.11-3b: Repair Damaged Roadways and Bike Paths Following Construction During project construction, signage and flaggers will be deployed at locations where construction trucks cross roadways, pedestrian routes and bikeways, to reduce the potential hazard posed to other drivers, pedestrians, and bicyclists. Details regarding traffic control, including any alternate access routes to existing facilities and timing of control measures, will be further described in a Traffic Control Plan to be submitted for approval by the City of Sacramento. Furthermore, following completion of construction, SMUD will assess and repair any project-related damage to roadways and paved bicycle/pedestrian paths that were affected during construction, including all project-related potholes, fractures, or other damages.	During and after construction	During and after construction	Contractor, SMUD	SMUD
Impact 3.12-1. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined	**Mitigation Measure 3.4-2: Halt ground-disturbing activity upon discovery of subsurface archaeological features or Tribal cultural resources** (see above) **Mitigation Measure 3.12-1a: TCRs and Human Remains** Although surface level TCRs, including human remains, have not been identified for this project, Tribal consultation has shown that there is the potential for unidentified sites of cultural significance to be present in the subsurface context. The following mitigation measure was provided by UAIC and is intended to address the	During construction	During construction	SMUD, Contractor	SMUD

Impact	Mitigation Measure	Implementation Duration	Monitoring Duration	Responsibility	
				Implementation	Monitoring
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: **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** **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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**	evaluation and treatment of inadvertent/unanticipated discoveries of potential TCRs, archaeological, or cultural resources during a project's ground-disturbing activities. If any suspected TCRs or resources of Tribal cultural significance, including but not limited to features, anthropogenic/cultural soils, cultural belongings or objects (artifacts), shell, bone, shaped stones or bone, or ash/charcoal deposits are discovered by any person during construction activities including ground disturbing activities, all work shall pause immediately within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. Work shall cease in and within the immediate vicinity of the find regardless of whether the construction is being actively monitored by a Tribal Monitor, cultural resources specialist, or professional archaeologist. A Tribal Representative from a California Native American Tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC §21074). The Tribal Representative will make recommendations for further evaluation and treatment as necessary. When avoidance is infeasible, preservation in place is the preferred option for mitigation of TCRs under CEQA, and every effort shall be made to preserve the resources in place, including through project redesign, if feasible. If redesign is determined to not be feasible, SMUD shall continue consultation with Tribes to determine appropriate treatment of the find. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they will not be subject to future impacts. Permanent curation of TCRs will not take place unless approved in writing by the California Native American Tribe that is traditionally and culturally affiliated with the project area. The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural				

Impact	Mitigation Measure	Implementation Duration	Monitoring Duration	Responsibility	
				Implementation	Monitoring
	character and integrity of a TCR may include Tribal Monitoring, culturally appropriate recovery of cultural objects and belongings, and reburial of cultural objects and belongings or cultural soil. The construction contractor(s) shall provide secure, on-site storage for culturally sensitive soils or objects that are components of TCRs that are found or recovered during construction. Only Tribal Representatives shall have access to the storage. Storage size shall be determined by the nature of the TCR and can range from a small lock box to a conex box (shipping container). A secure (locked), fenced area can also provide adequate on-site storage if larger amounts of material must be stored. The construction contractor(s) and SMUD shall facilitate the respectful reburial of the culturally sensitive soils or objects. This includes providing a reburial location that is consistent with the Tribe's preferences, excavation of the reburial location, and assisting with the reburial, upon request. Any discoveries shall be documented on a Department of Parks and Recreation (DPR) 523 form within 2 weeks of the discovery and submitted to the appropriate CHRIS center in a timely manner. Work at the TCR discovery location shall not resume until authorization is granted by the Lead Agency in coordination with the culturally affiliated Tribe. If articulated or disarticulated human remains, or human remains in any state of decomposition or skeletal completeness are discovered during construction activities, the Sacramento County Coroner shall be contacted immediately. Upon determination by the Sacramento County Coroner that the find is Native American in origin, the Native American Heritage Commission will assign the Most Likely Descendent who will work with SMUD to define appropriate treatment and disposition of the burials. Note that all archaeologists, Tribal Representatives, and Tribal Monitors shall meet the appropriate level of safety training (e.g., confined spaces, hazardous material exposure, etc.) in compliance with California Division of Occupational Safety and Health State and federal Occupational Safety and Health Administration requirements prior to entering construction work areas.				

Impact	Mitigation Measure	Implementation Duration	Monitoring Duration	Responsibility	
				Implementation	Monitoring
	Mitigation Measure 3.12-1b: Forensic Canines In consultation with the California Native American Tribe that is traditionally and culturally affiliated with the project area, SMUD will obtain the service of forensic canines to determine the potential for the presence of human remains following site demolition of buildings and hardscape surfaces (e.g., foundations and parking areas). If the results are positive an appropriate burial mitigation plan will be developed and implemented in consultation with the California Native American Tribe that is traditionally and culturally affiliated with the project area. Avoidance and preservation in place will be the first option considered where feasible.	During construction	During construction	SMUD	SMUD
	Mitigation Measure 3.12-1c: Cultural Resources Awareness Training A cultural resources awareness respect training program will be provided to all construction personnel active on the project site prior to implementation of earth moving activities. A representative or representatives from culturally affiliated Native American Tribe(s) will be invited to participate in the development and delivery of the cultural resources awareness training program in coordination with a qualified archaeologist meeting the United States Secretary of Interior guidelines for professional archaeologists. The program will include relevant information regarding sensitive Tribal cultural resources, including protocols for resource avoidance, applicable laws regulations, and the consequences of violating them. The program will also underscore the requirement for confidentiality and culturally appropriate treatment of any find of significance to Native Americans and protocols, consistent, to the extent feasible, with Native American Tribal values.	Before and during construction	During construction	SMUD, Contractor, Qualified Archaeologist	SMUD

5.0 References

5.1 Chapter 1, Introduction

No references cited.

5.2 Chapter 2, Response to Comments

No references cited.

5.3 Chapter 3, Revisions to the Draft EIR

No references cited.

5.4 Chapter 4, Mitigation Monitoring and Reporting Program

No references cited.

6.0 List of Preparers

6.1 Sacramento Municipal Utility District (Lead Agency)

Rob Ferrera ..... Project/Task Manager

6.2 AECOM (Preparation of EIR)

Petra Unger ..... Program Manager
Jeff Thomas…..… ..... Task Manager/CEQA Lead
Emily Biro… ..... Deputy Task Manager
Danny DeBrito…...Deputy Task Manager, Aesthetics, Utilities and Service Systems, Alternatives
Susanne McFerran ..... Air Quality, Energy, Greenhouse Gas Emissions
Mary Nooristani..... Air Quality, Energy, Greenhouse Gas Emissions
Paola Pena ..... Air Quality, Energy, Greenhouse Gas Emissions
Richard Deis ..... Cultural Resources, Tribal Cultural Resources
Chandra Miller ..... Cultural Resources
Wendy Copeland ..... Geology and Soils
Issa Mahmodi ..... Noise and Vibration, Transportation
Jenifer King..... Other CEQA – Environmental Justice Evaluation
Lisa Clement..... GIS Specialist
Vivian Gaddie..... Graphics
Deborah Jew..... Document Preparation

6.3 Other Staff

Area West Staff…… ..... Hazards & Hazardous Materials, Hydrology & Water Quality
Bargas Staff ..... Biological Resources, Paleontological Resources

APPENDIX A
COMMENT LETTERS FROM 1ST PUBLIC REVIEW PERIOD

Department of Toxic Substances Control

Yana Garcia
Secretary for
Environmental Protection

Meredith Williams, Ph.D., Director
8800 Cal Center Drive
Sacramento, California 95826-3200

Gavin Newsom
Governor

November 2, 2023

Rob Ferrera
Environmental Specialist & Tribal Relations Coordinator
SMUD
6201 S Street
Sacramento, CA 95817

RE: DRAFT ENVIRONMENTAL INPACT REPORT (DEIR) FOR THE STATION J BULK TRANSMISSION SUBSTATION PROJECT DATED OCTOBER 04, 2023 STATE CLEARINGHOUSE # 2023020549

Dear Rob Ferrera:

The Department of Toxic Substances Control (DTSC) received a DEIR for the Station J Bulk Transmission Substation Project. The Station J Bulk Transmission Substation Project includes construction and operation of a new substation housing electrical equipment, including power transformers, gas insulated equipment, and a control building. Station J would include up to five 40 MVA 115/21 kV transformers to serve the SMUD network. Initial installation of two 40 MVA transformers is anticipated to occur by 2030. The project would also include up to 7 miles of overhead and underground 115kV and 21kV connections into the substation from nearby existing SMUD facilities and infrastructure. The site also includes space for expansion as future needs are identified.

DTSC has identified that this Project may affect a potentially hazardous site, SP-Purity Oil that is located at 1324 A Street Sacramento, California 95814 Historically, the site was owned by Southern Pacific Transportation Company (SP), a portion of the site was leased for use as a waste oil reprocessing facility from 1966 to 1978. The western portion of the site is currently vacant. The eastern portion of the site was formerly occupied by Lonestar Cement and is currently used for transitional cottage housing units for the homeless. Several soil removal actions have been completed from 1985 to the present. Ground water monitoring continues. Lead and oil contaminated soil and ground water with VOC's have been found at the site. All cleanup has been completed

and the Land Use Covenant was terminated in 2014.Based on our Project review, we request the consideration of the following comment:

> In section 3.8.2 Hazards and Hazardous Materials Environmental Setting of the DEIR, the section on groundwater conditions at Purity Oil is accurate; however, DTSC recommends the mention of 1,2-dichlorethane (1,2-DCA) be included for completeness. The June 28, 2013 DTSC certification letter states, "The 1,2-DCA levels fluctuating around the cleanup goal [maximum contaminant level (MCL)] are detected in the general area and may be associated with an upgradient offsite source. 1,2-DCA is only found in the shallow aquifer which is not a source for drinking water." The August 14, 2014 land use covenant termination states, "The remaining contaminant in groundwater is 1,2-DCA. Although very low levels of 1,2-DCA are still present in groundwater, the level is statistically within range of the [MCL] of 0.5 parts per billion allowed in drinking water."

DTSC appreciates the opportunity to comment on the Station J Bulk Transmission Substation Project Thank you for your assistance in protecting California's people and environment from the harmful effects of toxic substances. If you have any questions or would like any clarification on DTSC's comments, please respond to this letter or via email for additional guidance.

Sincerely,

Tamara Purvis

Tamara Purvis
Associate Environmental Planner
HWMP – Permitting Division - CEQA Unit
Department of Toxic Substances Control

cc: Governor's Office of Planning and Research
State Clearinghouse
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SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

November 16, 2023

Rob Ferrara
Sacramento Municipal Utilities District
6201 S Street, MS B203
Sacramento, CA 95817-1899

Subject: **Station J Bulk Transmission Substation Draft Environmental Impact Report**
State Clearinghouse # 2023020549

Dear Rob Ferrara:

Thank you for providing the Sacramento Metropolitan Air Quality Management District (Sac Metro Air District) with the opportunity to review the Draft Environmental Impact Report (EIR) for Sacramento Metropolitan Utilities District (SMUD) Station J Bulk Transmission Substation Project (Project) under the California Environmental Quality Act (CEQA). The Project would consist of the demolition of existing on-site structures and construction of new infrastructure to support up to five 40 megavolt amperes (MVA) 115/21kV transformers for a total of up to 200 MVA, including up to 8 miles of overhead and / or underground 115kV and 21kV connections into the substation from nearby existing SMUD facilities and infrastructure. Please accept the following recommendations on project implementation and modifications to the Draft EIR, to benefit air quality and public health, to reduce greenhouse gas (GHG) emissions, and to ensure full public disclosure of project air quality and climate impacts.

Demolition
Due to the health risks posed by public exposure to asbestos, demolition and renovation of existing buildings is subject to Sac Metro Air District Rule 902, to limit asbestos exposure during these activities. Sac Metro Air District staff is available to review notifications and answer asbestos related questions, either by emailing asbestos@airquality.org, or calling 279-207-1122.

Construction
Because this project is located in the City of Sacramento's River District Specific Plan area, Sac Metro Air District strongly recommends implementing the mitigation measures for construction-related air quality and climate impacts in the Mitigation Monitoring Program in the River District Specific Plan EIR.

In the proposed project EIR, table 3.2-4. Summary of Construction-Related Emissions of Criteria Air Pollutants and Precursors (page 3-2-21) shows that the maximum annual emission for PM_{10} and $PM_{2.5}$ (tons per year) are 0.34 and 0.17, respectively. Please clarify why the CalEEMod results in Appendix B of the EIR show different values (0.31 and 0.14).

In addition, Appendix B does not show the default changes for construction. Please update CalEEMod construction results to show Section 8 – User Changes to Default Data.

Operations: Greenhouse Gas Emissions
The Draft EIR analysis of GHG emissions finds that the project greenhouse gas emissions are less than significant because the project does not exceed the Sac Metro Air District's greenhouse gas thresholds.

Page 3.7-12 of the Draft EIR further indicates that "In addition, the project would not include any natural gas infrastructure, and would therefore, be consistent with SMAQMD Best Management Practice 1. Furthermore, the project is not a typical land use development that would be required to comply with CALGreen requirements, such as commercial and residential land use developments, and SMAQMD Best Management Practice 2 would not be applicable."

- In the paragraph above Table 3.7-2 (pg. 3.7-12), it mentions that the proposed project would "generate up to 3,110 metric tons of CO_2e per year." Please clarify where this value comes from. It is not in the table it references, or in the CalEEMod results in Appendix B. The tables and text in the report should be consistent with the CalEEMod results.
- In the second to last paragraph of page 3.7-13, it mentions "...goals and commitments in SMUD's 20230 Zero Carbon Plan...". Please clarify if this is meant to say "2023" or "2030".

River District Specific Plan
With a CalEnviroScreen 4.0 score of 99, the River District Specific Plan (RDSP) area, is one of the most disadvantaged communities in California. Located on 14th Street, the project is adjacent to a closed underpass between the River District and Mansion Flats, which the RDSP envisions as an important active modes connection as redevelopment occurs and safety issues are addressed.

- Sac Metro Air District recommends the project incorporate thoughtful and high-quality active modes design, since the project will likely create inactive uses on 14th Street. This would ensure the project does not "Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities," as stipulated by CEQA Handbook Appendix G Question XVII a). One example mentioned in the RDSP involves the future re-establishment of the new North 14th Street Underpass. Incorporating high-quality active modes during the design process would ensure that the new North 14th Street Underpass, as well as other goals in the RDSP, are supported.

Conclusion
Thank you for your attention to our comments. If you have questions about them, please contact me at rramirez@airquality.org or 916-704-4552.

Sincerely,

-RR

Roberto Ramirez
Air Quality Planner / Analyst

cc: Paul Philley, AICP, CEQA & Land Use Program Supervisor, Sac Metro Air District

Sacramento Citadel - Alhambra Campus
2550 Alhambra Blvd Sacramento, California 95817
Corps Office/Alhambra Campus Administration (916) 469-4600
Ray Robinson Oak Park Community Center (916) 469-4620
Alhambra Preschool (916) 469-4630

VIA FIRST CLASS AND ELECTRONIC MAIL

SMUD Environmental Services
P.O. Box 15830 MS B203
Sacramento, CA 95817
ATTN: Rob Ferrera
Rob.Ferrera@smud.org

RE: Station J Bulk Transmission Substation Project
Draft Environmental Impact Report

Dear Mr. Ferrera:

We write to provide public comment on the Station J Bulk Transmission Substation Project's Draft Environmental Impact Report ("DEIR"). The proposed location for Substation J is a 10.3-acre site at 1220 North B Street, Sacramento. The Salvation Army's Center of Hope Shelter at 1200 North B Street is located immediately adjacent to the proposed location and is the largest homeless shelter in Sacramento County. The 140-bed shelter provides veterans, women and men with a 30-90 stay focused on overcoming homelessness. Clients at the shelter receive case management and job preparation workshops to help clients find permanent housing. In addition to food and lodging, available services include spiritual and emotional counseling, employment referral services, information and referral to help resolve legal issues and help in reconnecting with family members.

While the Army is very appreciative of its relationship with SMUD, we are nonetheless very concerned with the location of the proposed substation immediately adjacent to the Army's shelter. The reality is that many of our clients experience mental illness and can be easily confused, disoriented and frightened by noises and lights that will likely be associated with a substation. Those suffering from mental disease can easily become reactive to these stimuli. While we recognize that the science regarding electromagnetic fields is in dispute, we are concerned that our clients may also react to the fear of proximity to the substation facility.

The DEIR acknowledges the nearby location of the Army property but fails to address its basic function as a homeless shelter – providing services to the neediest citizens of the community. While the DEIR does acknowledge that "homeless and impoverished persons have been a constant social feature of the area" (DEIR p.3.4-10), it does not address the unique impact

that noise, light, vibration and other factors might have on these individuals residing in such close proximity to the proposed location. Beyond the environmental impacts on the Army's clients, there is also the social equity and justice reality that this project's location is adjacent to some of the most impoverished citizens of our community.

In light of this, we question whether Alternative B, the Site 4 alternative location at the corner of North 7th Street and North B Street is a preferable alternative site. While it may involve environmental impacts associated with the presence and clean-up of contamination, it would eliminate the direct impacts and the social equity and justice impacts associated with locating the project in the proposed location so near to the Army and other organizations that provide similar services to the area's homeless population. However, the analysis of this alternative in the DEIR is essentially non-existent. While we understand that CEQA does not require the same level of analysis for alternatives that it does for a project, we have been advised that a simple description of the location and a rejection of the alternative due to unquantified additional costs associated with clean-up and contamination hardly seems to satisfy CEQA requirements for true consideration and comparison of an alternative with the project.

Thank you for the opportunity to comment. Please let us know if you have any questions or would desire to meet to discuss the matter further. We wish SMUD well in this effort but do hope that another location that is less impactful and recognizes social justice might be found.

Very truly yours,

Major Rio Ray

cc: David Bentley, Territorial Property Secretary
Jim Eldridge, Chair of Sacramento Advisory Board
Gregory Thatch, Sacramento Advisory Board
Major John Brackenbury, Divisional Commander

APPENDIX B
RECIRCULATED DRAFT EIR

CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS
IN CONNECTION WITH

Station J Bulk Transmission Substation Project

SACRAMENTO MUNICIPAL UTILITY DISTRICT, STATION J BULK TRANSMISSON SUBSTATION PROJECT

I. Introduction

The Sacramento Municipal Utility District (SMUD) is lead agency under the California Environmental Quality Act (CEQA) for purposes of the Station J Bulk Transmission Substation Project, hereafter the Project. CEQA prohibits an agency from approving or carrying out a project for which significant effects have been identified, unless the agency can make one or more of a set of three findings set forth in Public Resources Code (PRC) section 21081, subdivision (a):

> (1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.
>
> (2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
>
> (3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report. (See also California Code of Regulations [CCR] Title 14, section 15091.)

When significant effects are subject to a finding under paragraph (3) of subdivision (a), it means that a significant and unavoidable environmental impact would result from project implementation. If this occurs, the public agency must find that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment, if the agency approves the project. (PRC section 21081, subd.(b).)

CEQA requires public agencies to prepare a program for monitoring or reporting on the revisions which it requires in the project and the measures it has imposed to mitigate or avoid significant environmental effects. (CCR Title 14, section 15097, subd. (a).)

Under PRC section 21002.1, subdivision (d), when issuing an approval for an aspect of a project for which a lead agency has performed CEQA review, a responsible agency considers only the aspects of the project that the agency is required by law to carry out or approve. SMUD therefore provides the following CEQA findings and mitigation monitoring and reporting plan (MMRP) (Attachment 1) that concern potentially significant impacts to resources identified by the lead agency as part of the CEQA review and in fulfillment of CCR Title 14, section 15097, subd. (a).

II. CEQA Compliance

SMUD, as the lead agency pursuant to CEQA, has prepared a Draft and Final Environmental Impact Report (EIR) for the proposed Station J Bulk Transmission Substation Project (Project). The SMUD Board of Directors (Board) hereby issues these Findings and concurrently certifies the EIR.

The Final EIR has been assigned State Clearinghouse Number 2023020549. The Final EIR consists of both the Draft EIR, as amended through the Final EIR, and an MMRP. The Final EIR assesses the potential environmental effects of implementation of the Project, identifies the means to eliminate or reduce potentially significant adverse environmental impacts, and evaluates a reasonable range of alternatives to the Project. The Final EIR explains Project updates and includes an MMRP that outlines the substance and timing of mitigation measures required for the Project.

Pursuant to PRC section 21081 and CCR Title 14, section 15090, the Board hereby certifies that it completed the following activities prior taking action related to activities/phases evaluated under the Station J Bulk Transmission Substation Project EIR: the Board has received the Final EIR; the Board has reviewed and considered the information contained in the Final EIR and received through public comments; and the Board has considered all additional written and oral statements received prior to or at its public hearing on the Final EIR. The Board additionally certifies that the Final EIR was completed in compliance with CEQA (PRC section 21000 et seq.), the CEQA Guidelines (CCR Title 14, section 15000 et seq.), and SMUD's policies and procedures for the implementation of CEQA and that the Final EIR reflects SMUD's independent judgment and analysis. The conclusions presented in these Findings are based on the Final EIR and other evidence in the administrative record.

The findings set forth below pertain to the certification of the EIR for the Station J Bulk Transmission Substation Project.

Findings

Having received, reviewed, and considered the Final EIR and all other information in the administrative record, the Board hereby adopts the following Findings for the Station J

Bulk Transmission Substation Project EIR in compliance with CEQA, the CEQA Guidelines, and SMUD's procedures for implementing CEQA. The Board adopts these Findings in conjunction with its approval of the Station J Bulk Transmission Substation Project EIR, as set forth below.

a. Project Description and Background

Project Background

The project site has historically been used for a variety of commercial and industrial uses. In the early 1960s, the northwestern portion of the project site transitioned from residential to commercial (tire storage and repair facility) and the northeastern portion of the project site was developed with a commercial produce cold storage and distribution warehouse and office building. The southern portion of the project site was historically owned by Union Pacific Railroad (UPRR). UPRR used a portion of their property for bunk houses (presumably for UPRR workers) and leased a portion to an oil reprocessing and distribution company (Purity Oil). In the 1990s, the Sacramento Housing and Redevelopment Agency (SHRA) used the former UPRR property for temporary housing and recreation. SHRA structures were demolished in 2001. The Purity Oil portion of the project site was subject to remedial activities under the oversight of the Department of Toxic Substances Control (DTSC) and received a no further action determination by the DTSC in 2008.

Most recently, the project site was owned by C&J Warehouse LLC and operated by General Produce for commercial produce cold storage and distribution. Portions of the existing buildings at the site were constructed between 1957 and 1964. The project site is within the City of Sacramento's River District Specific Plan area. The zoning designation of the property is C-4 – SPD, Heavy Commercial – Special Planning District. There is also currently an easement for North A Street that partially bisects the property.

A Phase I Environmental Site Assessment and subsequent Phase II Site Investigation were completed in 2021 and 2023, respectively, in preparation for property redevelopment to evaluate areas where past and/or current activities may have chemically impacted soil, soil gas, or groundwater that could be encountered during future construction activities. Based on the age of the buildings at the project site, the potential exists for asbestos containing materials (ACM) and or lead-based paint (LBP) to be present in the structures. The Phase II Site Investigation identified residual levels of lead and petroleum hydrocarbons in soil at the project site. The project would require demolition of all existing on-site structures and excavation of soil may be required prior to construction.

Project Description

The proposed substation site would include demolition of all existing on-site structures and construction of new infrastructure to include sizing for six 40 MVA 115/21kV transformers (240 MVA). The proposed substation would house electrical equipment, including power transformers, gas insulated equipment, switchgear, capacitors, instrument transformers, control and relay equipment, remote monitoring equipment, telecommunications equipment, batteries, steel structures, switches, underground conductor and cable, an electrical bus, and a control building. Station J would include up to six 40 MVA 115/21kV transformers to serve the SMUD network. Each power transformer would contain up to 10,000 gallons of insulating oil. Typically, mineral oil is used in the transformers. Each transformer would have a secondary containment system to collect and hold any oil leaks from the transformer. The maximum average sound level for each transformer would not exceed 80 decibel A-weighting (dBA) measured at a distance of 6 feet around the periphery of the transformer (Note that these measurements are usually made at one-third and at two-thirds height of the transformer tank). The proposed substation site would be surrounded by an 8- to 12-foot-tall concrete masonry unit (CMU) walls to provide visual screening from nearby uses. The 12-foot-tall portion will be installed along the northwest property boundary adjacent to the Salvation Army's Center of Hope homeless shelter.

Initial installation of three 40 MVA transformers is anticipated to occur by 2028. The project would also include up to 9 miles of overhead and underground 115kV and 21kV connections into the substation from nearby existing SMUD facilities and infrastructure. The site also includes space for expansion as future needs are identified.

The new substation would be connected to SMUD's bulk electric system via three new 115kV transmission lines and nine new 21kV distribution lines, described below:

- One of the 115 kV transmission lines would connect to SMUD's Station G downtown substation. This would be an underground transmission line. This line would start at the corner of 7th Street and G Street and route north along 7th Street. The line would then head east along North B Street and enter the Station J from the north side. This line would be encased in a concrete duct bank.

- An underground 21 kV transmission line would parallel the proposed 115 kV line from Station G to Station J. Beginning at the corner of North B Street and 7th Street, a second underground 21 kV transmission line would be installed parallel to the 115 kV line and the other 21 kV line. The second 21 kV line would be installed on the opposite side of North B Street and would also enter Station J at the north side. These lines would be encased in concrete duct banks.

- The other two 115 kV transmission lines would loop in an existing overhead transmission line that currently connects SMUD's Elverta and Station E bulk substations. By looping in the line two new lines would be created. Both lines would be located in a combination of overhead and underground alignments. The

lines would begin at Station E where SMUD would install up to three new steel pole structures to intercept the existing line. From these structure(s) the lines would head west overhead approximately 900 feet to a set of steel riser poles. Pole structures would be approximately 100 feet tall. Concrete foundations for poles are typically nine feet in diameter to a depth of 25 to 30 feet below ground surface (bgs). These poles would be used to transition the line from overhead to underground. The riser poles would be installed just north of Basler Street and North 18th Street. From here the lines would transition to underground duct bank and head south along North 18th Street to Thornton Avenue. On Thornton Avenue the lines would continue underground heading west until reaching North 16th Street. At North 16th Street the lines would head south until reaching North B Street. At North B Street the lines would head west to Ahern Street. At Ahern Street the lines would head south to North A Street and enter the Station J to the west from North A Street. The lines would be encased in a concrete duct bank.

- For the initial installation of three 40 MVA transformers, nine 21 kV distribution lines will be constructed.
    - This includes seven underground lines along North B Street from Station J west to North 7th Street in new underground duct banks. Four underground distribution lines will continue south along North 7th Street to G Street. Three of these lines will then continue west along G Street tying into existing SMUD 21 kV infrastructure located at 7th and G Streets; the fourth line will continue to L Street and Kayak Alley in existing underground infrastructure (no new duct bank excavation). Two of the seven underground distribution lines along North B Street will continue west, stopping at the west side of North 7th Street for future construction. The final or seventh underground distribution line will continue north along North B Street in existing underground infrastructure (no new duct bank excavation) to Richards and North 5th Streets.
    - The eighth 21 kV distribution line will intercept existing overhead distribution via a new riser pole located at the north side of North B Street across from the Station J substation site.
    - The 9th and final 21 kV distribution line will be overhead, rebuilding an existing overhead circuit from a single to double overhead circuit with approximately 20 new replacement poles, running east along North B Street from Station J to North 14th Street, then south to C and D Alley.

The substation would be operated remotely and continuously. The new control building and substation site would remain unoccupied except for periodic weekly visits by SMUD personnel and maintenance employees to conduct routine checks and perform maintenance activities. Maintenance workers and other SMUD employees would

access the site through North B Street or North 14th Street. Maintenance activities would also include annual inspections of duct bank vault structures.

Project construction would include excavations for new connections and installation of new equipment to a depth of 15 to 30 feet bgs; however, piles needed for seismic stability/support could reach a depth of approximately 55 feet bgs or more, pending geotechnical study results. Duct bank trenching would total approximately 13,820 linear feet, including parallel trenches in 7th Street and North B Street, to a depth of up to 6 feet and width of 4 feet.

Construction equipment and materials staging would generally occur within the project site. While offsite staging areas have not yet been identified and would be identified by the contractor based on availability at the time, it is assumed that any offsite staging areas would be within one mile of the project site. During construction, access to the project site would be maintained, with the primary access point for construction equipment, deliveries, and workers located from North B Street or North 14th Street. Temporary roadway lane closures could occur during construction of the underground duct bank and would vary in location and duration based on construction requirements. Additionally, the majority of construction activities would occur during daylight hours; however, there may be a need for evening or nighttime work for specific tasks (such as concrete pours and/or material deliveries) that cannot be performed during the day. Nighttime work would be limited to two consecutive days or less at a time. Project staff will communicate with neighboring facilities when nighttime work would need to occur.

Construction would require an average daily worker population of approximately 20 workers, with approximately 40 workers during peak construction activities associated with on-site demolition, excavation, and heavy equipment deliveries and installations.

b. Absence of Significant New Information

CEQA Guidelines section 15088.5 requires a lead agency to recirculate an EIR for further review and comment when significant new information is added to the EIR after public notice is given of the availability of the draft EIR but before certification. New information includes: (i) changes to the project; (ii) changes in the environmental setting; or (iii) additional data or other information. CEQA Guidelines section 15088.5 further provides that "[n]ew information added to an EIR is not 'significant' unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement."

During the public review of the Draft EIR between October 4, 2024, and November 17, 2023, three comment letters were received on the Draft EIR from the Department of Toxic

Substances Control, the Sacramento Metropolitan Air Quality Management District (AQMD), and the Salvation Army. Revisions were made to the Draft EIR at that time to clarify information regarding nearby land uses and distances to sensitive uses, verify the noise and vibration analysis and mitigation measures, make updates to cultural mitigation measures for consistency with separate feedback from tribal representatives as part of the Assembly Bill 52 tribal consultation, and correct minor typographical errors. However, SMUD also made revisions to the project description and revised and recirculated the Draft EIR from November 18, 2024, through January 6, 2025, to address the new project information. One comment letter was received from the AQMD indicating that the AQMD did not have any additional comments. No further comments were received during the public review of the recirculated Draft EIR. No further revisions were made to the recirculated Draft EIR.

Having reviewed the information contained in the Draft and Final EIR, and in the administrative record, including all comments received, as well as the requirements under CEQA Guidelines section 15088.5 and interpretive judicial authority regarding recirculation of draft EIRs, the Board hereby finds that no significant new information was added to the recirculated Draft EIR after the public review period. The Board specifically finds that: no new significant environmental impact would result from the Project or from the implementation of a mitigation measure; no substantial increase in the severity of an environmental impact would result, or if such an increase would result, SMUD has adopted mitigation measures to reduce the impact to a level of insignificance; SMUD has not declined to adopt any feasible Project alternative or mitigation measures considerably different from others previously analyzed that would clearly lessen the environmental impacts of the Project; and the recirculated Draft EIR is not so fundamentally and basically inadequate in nature that it precluded meaningful public review.

Having reviewed the information in the recirculated Draft EIR, Final EIR, and administrative record, the Board finds that no new significant information was added to the EIR following public review, and further recirculation of the EIR is therefore unnecessary and not required by CEQA.

c. Environmental Impacts Summary

As required by CEQA and the CEQA Guidelines, the following section summarizes the direct, indirect, and cumulative environmental impacts of the Project identified in the Final EIR and includes the Board's Findings regarding those impacts and any mitigation measures set forth in the Final EIR, adopted by the Board, and incorporated as requirements of the Project. These Findings summarize the determinations of the Final EIR with respect to the Project's impacts before and after mitigation and do not attempt to describe the full analysis of each environmental impact considered in the Final EIR. Instead, the Findings provide a summary of each impact, describe the applicable mitigation measures identified in the Final EIR and adopted by the Board, and state the

Board's Findings regarding the significance of each impact with the adopted mitigation measures. The Final EIR contains a full explanation of each impact, mitigation measure, and the analysis that led SMUD to its conclusions on that impact. These Findings hereby incorporate by reference the discussion and analysis in the Final EIR, which support the Final EIR's determinations regarding the Project's environmental impacts and mitigation measures. In making these Findings, the Board ratifies, adopts, and incorporates by reference the Final EIR's analysis, determinations, and conclusions relating to environmental impacts and mitigation measures. The substantial evidence supporting these findings and conclusions is set forth in the Final EIR and the record of proceedings.

The Board hereby adopts, and incorporates as conditions of approval, the mitigation measures set forth in the findings below to reduce or avoid the potentially significant impacts of the Project. In adopting the mitigation measures described below, the Board intends to adopt each of the mitigation measures recommended in the Final EIR. Accordingly, in the event that a mitigation measure recommended in the Final EIR has been inadvertently omitted from these Findings, that mitigation measure is hereby adopted and incorporated by reference in the Findings. Additionally, in the event that the description of mitigation measures set forth below fails accurately to capture the substance of a given mitigation measure due to a clerical error (as distinct from specific and express modification by the Board through these Findings), the language of the mitigation measure as set forth in the Final EIR shall govern.

1. Significant and Unavoidable Adverse Impacts and Related Mitigation Measures

Pursuant to PRC section 21081(b) and CEQA Guidelines section 15093, where the lead agency identifies significant adverse environmental impacts that cannot feasibly be mitigated to a less-than-significant level, the lead agency may nonetheless approve the project if it finds that specific economic, legal, social, technological, or other benefits of the project outweigh the unavoidable significant environmental impacts.

As detailed in the Draft EIR and Final EIR, there are no significant and unavoidable impacts associated with the Project. Therefore, there are no findings required for significant and unavoidable impacts.

2. Issues for which the Project would have a Less-than-Significant Impact with Project-specific Mitigation Measures Incorporated

Pursuant to PRC section 21081(a)(1) and CEQA Guidelines section 15091(a)(1), the following potentially significant impacts identified in the Final EIR will be reduced to less-than-significant impacts through the implementation of the mitigation measures hereby incorporated into the Project.

Air Quality

Impact 3.2-1: Conflict with or obstruct implementation of the applicable air quality plan?

Project construction and operation would not generate emissions in excess of the Sacramento Metropolitan Air Quality Management District (SMAQMD) thresholds of significance. However, because the project would generate particulate matter (PM) emissions during construction activities and routine maintenance activities, implementation of best management practices would be required in order to use the SMAQMD non-zero thresholds of significance for PM. Therefore, without implementation of SMAQMD best management practices, project emissions have the potential to conflict with or obstruct implementation of the applicable air quality plans related to PM. Therefore, this impact would be potentially significant.

Mitigation Measure 3.2-1a: SMAQMD Basic Construction Emission Control Practices.

The construction contractor shall include as a condition in the grading, improvement, and demolition plans, the following basic construction emissions control practices (best management practices) to be initiated at the start and maintained throughout the duration of construction.

- Control of fugitive dust as required by SMAQMD Rule 403.
- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible track out mud or dirt onto adjacent public roads at least once a day. Use of dry powered sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.

- Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1]. For more information contact CARB at 877-593-6677, doors@arb.ca.gov, or www.arb.ca.gov/doors/compliance_cert1.html

- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

Mitigation Measure 3.2-1b: SMAQMD PM Operation Best Management Practices

The applicant shall include as a condition of the Transmission Facilities Permit, the following best management practices for fugitive dust control during operational and maintenance activities associated with the project:

- Limit vehicle speeds on unpaved roads to 15 mph.

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.

- Compliance with anti-idling regulations for diesel powered commercial motor vehicles (greater than 10,000 gross vehicular weight rating). The current requirements include limiting idling time to 5 minutes and installing technologies on the vehicles that support anti-idling. Information can be found on the California Air Resources Board's website: https://ww2.arb.ca.gov/ourwork/programs/idle-reduction-technologies/idle-reduction-technologies.

Finding: The Board finds that implementation of the Station J Bulk Transmission Substation Project would result in the generation of air pollutant emissions during construction and operation that would be potentially significant without implementation of applicable SMAQMD best management practices. Adoption and incorporation of Mitigation Measures 3.2-1a and 3.2-1b into the Project will reduce the impact to a less-than-significant level. Therefore, the Project with mitigation will not cause significant cumulative air quality impacts during construction and operation activities.

Impact 3.2-2. 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?

Project construction and operation would not generate emissions in excess of the SMAQMD thresholds of significance; however, the Sacramento Valley Air Basin (SVAB) is in nonattainment with respect to ozone, PM10, and PM2.5. Contribution of construction and operation-related emissions from the project would have the potential to be cumulatively considerable without implementation of the SMAQMD's Basic Construction Emission Control Practices and PM Best Management Practices. Therefore, this impact would be potentially significant.

Mitigation Measure 3.2-1a: SMAQMD Basic Construction Emission Control Practices. (described above)

Mitigation Measure 3.2-1b: SMAQMD PM Operation Best Management Practices (described above)

Finding: The Board finds that implementation of the Station J Bulk Transmission Substation Project would result in the generation of air pollutant emissions during construction and operation that would be potentially significant without implementation of applicable SMAQMD Basic Construction Emission Control Practices and Best Management Practices. Adoption and incorporation of Mitigation Measures 3.2-1a and 3.2-1b into the Project will reduce the impact to a less-than-significant level. Therefore, the Project with mitigation will not cause significant cumulative air quality impacts during construction and operation activities.

Biological Resources

Impact 3.3-1: 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 Wildlife or the U.S. Fish and Wildlife Service?

Project implementation would occur within an area with low potential for valley elderberry longhorn beetle (VELB). The Project could impact this special-status species if present, either directly through construction activities or indirectly through habitat modifications or disturbance adjacent to suitable habitat. This would be a potentially significant impact.

Mitigation Measure 3.3-1a: Valley Elderberry Longhorn Beetle (VELB)

- Elderberry shrubs within 150 feet of the project disturbance area shall be mapped and avoided to the extent possible. Shrubs to be avoided shall be identified and flagged by a qualified biologist.
- A 20-foot minimum avoidance buffer shall be established from the dripline of each avoided shrub. No work shall occur within the buffer area.

- High-visible construction fencing shall be installed along the 20-foot avoidance buffer.

- If feasible, construction activities within 150 feet of an elderberry shrub shall not occur during the VELB flight season (March through July).

Additionally, nesting birds maybe found on or adjacent to the Project site due to the presence of limited vegetation, including mature trees and shrubs. The proposed project has the potential to affect nesting birds through vegetation removal and ground disturbance adjacent to potential nesting sites. If any active nests are present adjacent to construction activities, this could result in nest abandonment by adult birds and mortality of chicks and eggs. Nesting birds are protected by the Migratory Bird Treaty Act and California Fish and Game Code. Any loss of fertile eggs, nesting birds, or any activities resulting in nest abandonment would be a violation of these regulations. This would be a potentially significant impact.

Mitigation Measure 3.3-1b: Nesting Birds

- A nesting bird survey shall be conducted within the project site (for raptors and non-raptors) and a 500-foot buffer (for raptors only) prior to commencing with earth-moving or construction work if this work would occur during the typical nesting season (between February 1 and August 31).

- If nesting birds are identified during the surveys, a qualified biologist will determine an appropriate disturbance-free buffer zone and clearly demarcate the buffer zone in the field for avoidance by construction activities.

- The size of an established buffer may be altered if a qualified biologist conducts behavioral observations and determines the nesting birds are well acclimated to disturbance. If this occurs, the biologist shall prescribe a modified buffer that allows sufficient room to prevent undue disturbance/harassment to the nesting birds. If the buffer is reduced, the qualified biologist shall remain on site to monitor the behavior of the nesting birds during construction in order to ensure that the reduced buffer does not result in take of eggs or nestlings.

- No construction or earth-moving activity shall occur within the established buffer until it is determined by a qualified biologist that the young have fledged (are no longer dependent on the nest or the adults for feeding) and have attained sufficient flight skills to avoid project construction zones. This typically occurs by August 31. This date may be earlier or later and shall be determined by a qualified biologist. If a qualified biologist is not hired to monitor the nesting raptors, then the full buffer(s) shall be maintained in place

from February 1 through the month of August. The buffer may be removed, and work may proceed as otherwise planned within the buffer on September 1.

Finding: The Board finds that implementation of the Station J Bulk Transmission Substation Project could potentially impact special-status species, including VELB and nesting birds. With implementation of Mitigation Measures 3.3-1a and 3.3-1b, potential impacts would be reduced to a less-than-significant level.

Impact 3.3-5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The proposed Station J site contains limited intact vegetation, including mature trees along the site periphery, which would be removed to accommodate the proposed project. Additionally, limited areas of tree trimming and/or removal may be required to facilitate the overhead transmission line interconnection with Station E. Some of the trees planned for removal may meet the definitions of City Trees or private protected trees, as specified in Chapter 12.56 of the Sacramento City Code. The potential loss of these trees due to construction activities would be a potentially significant impact.

Mitigation Measure 3.3-5: Tree Removal

- To the maximum extent feasible, the project design shall avoid the loss of any protected tree (City or private). SMUD shall retain a certified arborist to survey trees in the project area including potential laydown areas and identify and evaluate trees that will be removed. If the arborist's survey does not identify any protected trees that would be removed or damaged as a result of the proposed project, no further mitigation is necessary.

- If protected trees or their canopy are identified within the affected area, measures shall be taken to avoid impacts on protected trees as detailed in the City's tree ordinance. Protected trees that are lost as a result of the project shall be replaced according to the provisions of the ordinance and in alignment with an approved tree replacement plan (Section 12.56.060). Removed trees will generally require replacement at a 1:1 ratio. Tree replacement shall occur after project construction and will be monitored by a qualified arborist.

Finding: The Board finds that implementation of the Station J Bulk Transmission Substation Project could conflict with an existing tree ordinance. The Board finds that implementation of Mitigation Measure 3.3-5 would ensure the proposed project does not conflict with the City of Sacramento Tree Ordinance. Therefore, this impact would be less than significant with mitigation.

Cultural Resources

Impact 3.4-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Project-related ground-disturbing activities could result in discovery or damage of yet undiscovered archaeological resources as defined in State CEQA Guidelines Section 15064.5. These activities could damage or destroy previously undiscovered archaeological resources. This would be a potentially significant impact.

Mitigation Measure 3.4-2: Halt ground-disturbing activity upon discovery of subsurface archaeological features.

In the event that any pre-contact or historic-era subsurface archaeological features or Tribal Cultural Resources (TCRs) or cultural deposits, including locally darkened soil ("midden"), that could conceal cultural deposits are discovered during construction, all ground-disturbing activity within 100 feet of the resources shall be halted and a qualified professional archaeologist and a Tribal Representative from the consulting Tribe shall be retained to assess the significance of the find. If the find is determined to be significant by the qualified archaeologist or Tribal Representative (i.e., because it is determined to constitute either an historical resource, a unique archaeological resource, or a tribal cultural resource), the archaeologist or Tribal Representative shall develop appropriate procedures to protect the integrity of the resource and ensure that no additional resources are affected. Procedures could include, but would not necessarily be limited to, preservation in place (which shall be the preferred manner of mitigating impacts to archaeological sites and TCRs), archival research, subsurface testing, or contiguous block unit excavation and data recovery (when it is the only feasible mitigation, and pursuant to a data recovery plan). If the discovery constitutes a TCR, any data recovery shall be in coordination with Tribes. Curation of resources is not recommended under Tribal protocol and reburying of resources where, or in close proximity to where they were excavated, is preferred.

Note that all archaeologists, Tribal Representatives, and Tribal Monitors shall meet the appropriate level of safety training (e.g., confined spaces, hazardous material exposure, etc.) in compliance with California Division of Occupational Safety and Health State and federal Occupational Safety and Health Administration requirements prior to entering construction work areas.

Impact 3.4-3. Disturb any human remains, including those interred outside of formal cemeteries?

Project-related ground-disturbing activities could result in disturbance of human remains, including those interred outside of formal cemeteries. This would be a potentially significant impact.

Mitigation Measure 3.12-1a: TCRs and Human Remains

Although surface level TCRs, including human remains, have not been identified for this project, Tribal consultation has shown that there is the potential for unidentified sites of cultural significance to be present in subsurface context. The following mitigation measure was provided by the United Auburn Indian Community (UAIC) and is intended to address the evaluation and treatment of inadvertent/unanticipated discoveries of potential TCRs, archaeological, or cultural resources during a project's ground-disturbing activities.

If any suspected TCRs or resources of Tribal cultural significance, including but not limited to features, anthropogenic/cultural soils, cultural belongings or objects (artifacts), shell, bone, shaped stones or bone, or ash/charcoal deposits are discovered by any person during construction activities including ground disturbing activities, all work shall pause immediately within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. Work shall cease in and within the immediate vicinity of the find regardless of whether the construction is being actively monitored by a Tribal Monitor, cultural resources specialist, or professional archaeologist. A Tribal Representative from a California Native American Tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC §21074). The Tribal Representative will make recommendations for further evaluation and treatment as necessary.

When avoidance is infeasible, preservation in place is the preferred option for mitigation of TCRs under CEQA, and every effort shall be made to preserve the resources in place, including through project redesign, if feasible. If redesign is determined to not be feasible, SMUD shall continue consultation with Tribes to determine appropriate treatment of the find.

Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they will not be subject to future impacts. Permanent curation of TCRs will not take place unless approved in writing by the California Native American Tribe that is traditionally and culturally affiliated with the project area.

The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal

treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a TCR may include Tribal Monitoring, culturally appropriate recovery of cultural objects and belongings, and reburial of cultural objects and belongings or cultural soil.

The construction contractor(s) shall provide secure, on-site storage for culturally sensitive soils or objects that are components of TCRs that are found or recovered during construction. Only Tribal Representatives shall have access to the storage. Storage size shall be determined by the nature of the TCR and can range from a small lock box to a conex box (shipping container). A secure (locked), fenced area can also provide adequate on-site storage if larger amounts of material must be stored.

The construction contractor(s) and SMUD shall facilitate the respectful reburial of the culturally sensitive soils or objects. This includes providing a reburial location that is consistent with the Tribe's preferences, excavation of the reburial location, and assisting with the reburial, upon request.

Any discoveries shall be documented on a Department of Parks and Recreation (DPR) 523 form within 2 weeks of the discovery and submitted to the appropriate CHRIS center in a timely manner.

Work at the TCR discovery location shall not resume until authorization is granted by the Lead Agency in coordination with the culturally affiliated Tribe.

If articulated or disarticulated human remains, or human remains in any state of decomposition or skeletal completeness are discovered during construction activities, the Sacramento County Coroner shall be contacted immediately. Upon determination by the Sacramento County Coroner that the find is Native American in origin, the Native American Heritage Commission will assign the Most Likely Descendent who will work with SMUD to define appropriate treatment and disposition of the burials.

Note that all archaeologists, Tribal Representatives, and Tribal Monitors shall meet the appropriate level of safety training (e.g., confined spaces, hazardous material exposure, etc.) in compliance with California Division of Occupational Safety and Health State and federal Occupational Safety and Health Administration requirements prior to entering construction work areas.

Mitigation Measure 3.12-1b: Forensic Canines

In consultation with the California Native American Tribe that is traditionally and culturally affiliated with the project area, SMUD will obtain the service of forensic canines to determine the potential for the presence of human remains following

site demolition of buildings and hardscape surfaces (e.g., foundations and parking areas). If the results are positive an appropriate burial mitigation plan will be developed and implemented in consultation with the California Native American Tribe that is traditionally and culturally affiliated with the project area. Avoidance and preservation in place will be the first option considered where feasible.

Mitigation Measure 3.12-1c: Cultural Resources Awareness Training

A cultural resources awareness respect training program will be provided to all construction personnel active on the project site prior to implementation of earth moving activities. A representative or representatives from culturally affiliated Native American Tribe(s) will be invited to participate in the development and delivery of the cultural resources awareness training program in coordination with a qualified archaeologist meeting the United States Secretary of Interior guidelines for professional archaeologists. The program will include relevant information regarding sensitive Tribal cultural resources, including protocols for resource avoidance, applicable laws regulations, and the consequences of violating them. The program will also underscore the requirement for confidentiality and culturally-appropriate treatment of any find of significance to Native Americans and protocols, consistent, to the extent feasible, with Native American Tribal values.

Finding: The Board finds that implementation of the Station J Bulk Transmission Substation Project could damage unknown archaeological resources or human remains. Adoption and incorporation of Mitigation Measure 3.4-2 into the Project would ensure that professionally accepted and legally compliant procedures are implemented for the discovery of previously undocumented significant archaeological resources. Adoption and incorporation of Mitigation Measure 3.12-1a into the Project would ensure the evaluation and treatment of inadvertent/unanticipated discoveries of potential TCRs, archaeological, or cultural resources during a project's ground-disturbing activities. Adoption and incorporation of Mitigation Measure 3.12-1b into the Project would ensure testing to determine the potential for the presence of human remains following site demolition of buildings and hardscape surfaces and development of an appropriate burial mitigation plan if testing is positive for human remains. Adoption of Mitigation Measure 3.12-1c into the Project would ensure that appropriate cultural resources awareness training is provided to all construction personnel prior to any earth moving activities. Implementation of these measures would reduce impacts to archaeological resources, TCRs, and human remains to a less-than-significant level. Therefore, the Project with mitigation will not cause significant impacts to archaeological resources, TCRs, or human remains.

Tribal Cultural Resources

Impact 3.12-1: Cause a substantial adverse change in the significance of a Tribal cultural resource, including human remains?

No unique archaeological resources or TCRs have been identified on the project site; however, experience demonstrates that previously unidentified resources may well be encountered during ground disturbing activities (i.e., grading and trenching). Because TCRs may exist at the project site and could be affected by the project, this impact would be potentially significant.

Mitigation Measure 3.4-2: Halt ground-disturbing activity upon discovery of subsurface archaeological features or Tribal cultural resources (described above)

Mitigation Measure 3.12-1a: TCRs and Human Remains (described above)

Mitigation Measure 3.12-1b: Forensic Canines (described above)

Mitigation Measure 3.12-1c: Cultural Resources Awareness Training (described above)

Finding: The Board finds that implementation of the Station J Bulk Transmission Substation Project could impact undiscovered TCRs. With implementation of Mitigation Measures 3.4-2, 3.12-1a, 3.12-1b, and 3.12-1c impacts to TCRs would be reduced to a less-than-significant level. Therefore, the Project with mitigation will not cause significant impacts to Tribal cultural resources.

Geology, Soils, and Paleontological Resources

Impact 3.6-5. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

Based on the results of the literature and online database reviews, there are no known paleontological resources within the project site boundaries, and the Holocene-age alluvium at the surface of the site has a low sensitivity for paleontological resources due to its relatively young age. However, the Holocene-age deposits are underlain by high sensitivity Pleistocene-age sedimentary deposits, which have produced significant (i.e., unique) paleontological resources in Sacramento County. Implementation of the Project could impact these resources if encountered during construction. This impact would be potentially significant.

Mitigation Measure 3.6-5: Pre-Construction Training and Resource Evaluation by Qualified Paleontologist

> If construction or other project personnel discover any potential fossils during construction, regardless of the depth of work or location, work at the discovery location shall cease in a 50-foot radius of the discovery and SMUD shall be notified. SMUD shall retain a qualified paleontologist to evaluate the resource. If the discovery is identified as potentially significant, additional work, such as recovery, laboratory preparation, fossil identification, curation, and reporting, may be necessary. Recovered paleontological resources should be deposited in an appropriate fossil repository to be determined by SMUD in consultation with the qualified paleontologist.

Finding: The Board finds that implementation of the Station J Bulk Transmission Substation Project could impact paleontological resources. Mitigation Measure 3.6-5 would reduce potential impacts related to paleontological resources to a less-than-significant level by implementing measures to train project personnel regarding the potential for discoveries; treat unanticipated paleontological resource discoveries; and identify, treat, and avoid adverse impacts on such resources during construction activities within Pleistocene-age deposits through construction monitoring, fossil recovery, laboratory procedures, and curation.

Hazards and Hazardous Materials

Impact 3.8-1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Project construction would involve the transport and disposal of hazardous materials. The project would be required to comply with existing laws and regulations regarding the transportation, use, and disposal of hazardous materials. Compliance with these regulations would reduce the potential for accidental release of hazardous waste during construction, excavation and transport; however, there is still potential to encounter hazardous materials during construction. This impact would be potentially significant.

Mitigation Measure 3.8-1a. Implement a Soil and Groundwater Management Plan

> SMUD and its Contractor shall prepare and implement a Soil and Groundwater Management Plan to address contaminant-impacted soil. The Plan shall address the apparent petroleum-impacted soil and groundwater in the vicinity of boring B-4 by further delineating the petroleum-impacts and then excavating and disposing of this soil prior to commencing construction. This activity could be carried out as pre-construction activities or as part of the first construction phase. Excess soil generated at the site shall be properly characterized prior to off-site disposal and disposed of at a waste facility permitted to accept the waste. Based on the

STLC/TCLP results, it is possible that some soil removed during construction activities will require transportation to a California hazardous waste landfill, due to the STLC exceedances and near exceedances. Soils from the Railyards should not be exported to any other sites outside the Railyards for any purpose other than disposal at a regulated facility without prior approval from DTSC. In the unlikely event that groundwater is encountered and dewatering required during project construction, SMUD will adhere to requirements in SWRCB's Water Quality Order 2003-0003-DWQ and, within the Railyards, request approval from DTSC prior to implementation of the groundwater management plan. Water would be collected, tested, and treated prior to discharge, in accordance with all regulatory requirements.

Mitigation Measure 3.8-1b: Manage Accidental Discovery of Hazardous Materials

If contaminated soils or potentially hazardous items are discovered during earth moving activities, all ground-disturbing activities within 25 feet shall be halted until a qualified SMUD employee or SMUD representative can assess the conditions on the site. SMUD will notify the appropriate agency (e.g., SCEMD) to determine next steps for managing the potentially hazardous materials. If it is determined that the hazardous material cannot be re-incorporated into the project site, it shall be hauled by a qualified hauler to an appropriate waste disposal facility.

Finding: The Board finds that implementation of the Station J Bulk Transmission Substation Project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. With implementation of Mitigation Measures 3.8-1a and 3.8-1b, requiring implementation of a Soil and Groundwater Management Plan and that construction employees stop work in the event that suspicious soils or items are uncovered, the potential exposure risks would be reduced to a less than significant level.

Impact 3.8-2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

As discussed above under Impact 3.8-1, Project construction has the potential to disturb contaminated soils, requiring proper characterization and disposal. Construction workers may come into contact with contaminated soils and buried fill material, such as debris from former and current site buildings, during demolition and grading activities. This may expose workers to contaminated dust emissions or wastes that contain hazardous constituents, including ACM and LBP. This would be a potentially significant impact.

Mitigation Measure 3.8-1a: Implement a Soil and Groundwater Management Plan. (described above)

Mitigation Measure 3.8-1b: Manage Accidental Discovery of Hazardous Materials (described above)

Finding: The Board finds that implementation of the Station J Bulk Transmission Substation Project could result in hazardous materials impacts. With implementation of Mitigation Measures 3.8-1a and 3.8-1b, requiring implementation of a Soil Management Plan and that construction employees stop work in the event that suspicious soils or items are uncovered, the potential exposure risks would be reduced to a less-than-significant level.

Impact 3.8-4. 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 the environment?

The project site is included on multiple lists of hazardous materials sites. The potential to encounter contaminated soils from the previous site activities exists; therefore, this impact is potentially significant.

Mitigation Measure 3.8-1a: Implement a Soil and Groundwater Management Plan. (described above)

Mitigation Measure 3.8-1b: Manage Accidental Discovery of Hazardous Materials (described above)

Finding: The Board finds that implementation of the Station J Bulk Transmission Substation Project could result in hazardous materials impacts. With implementation of Mitigation Measures 3.8-1a and 3.8-1b, requiring implementation of a Soil Management Plan and that construction employees stop work in the event that suspicious soils or items are uncovered, the potential exposure risks would be reduced to a less-than-significant level.

Noise

Impact 3.10-1. 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?

The proposed project would generate temporary and short-term construction noise from equipment operating on the project site, and from the transport of construction equipment, materials, and workers to and from the site. Construction noise would

exceed the established threshold of 5 dB above ambient noise levels. Additionally, project-related construction noise would exceed the applicable threshold of 45 dBA for interior uses at residences closest to the project area. This would be a potentially significant impact.

Mitigation Measure 3.10-1a: Construction Noise Reduction:

The contractor shall ensure that the following measures are implemented during all phases of construction:

- Whenever construction occurs adjacent to occupied residences (on or offsite) temporary barriers shall be constructed around the construction sites to shield the ground floor of the noise sensitive uses. These barriers shall be of ¾-inch Medium Density Overlay (MDO) plywood sheeting, or other material of equivalent utility and appearance, and shall achieve a Sound Transmission Class of STC-30 or greater, based on certified sound transmission loss data taken according to American Society for Testing and Materials International (ASTM) Test Method E90.
    - Construction activities shall comply with the City of Sacramento Noise Ordinance, which limits such activity to the hours of 7:00 a.m. to 6:00 p.m. Monday through Saturday, the hours of 9:00 a.m. to 6:00 p.m. on Sunday, prohibits nighttime construction, unless authorized by the director of building inspections for a period no greater than three days, and requires the use of exhaust and intake silencers for construction equipment engines.
- Construction equipment staging areas shall be located as far as feasible from residential areas while still serving the needs of construction contractors.
- Activities that generate high noise levels such as pile driving and the use of jackhammers, drills, and impact wrenches, shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday.
- Small excavators and bulldozers shall be used during the demolition of the existing building within 25 feet of the building on the northwest site boundary, and this activity shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday only.

Mitigation Measure 3.10-1b: Employ Noise-Reducing Construction Measures for Project Construction Truck Traffic

SMUD and its construction contractor(s) will implement the following measures:

- Establish and enforce construction site and haul road speed limits to less than 15 mph.
- Route construction-related truck traffic along roadways that will cause the least disturbance to residents.
- Use high-grade engine exhaust silencers and engine-casing sound insulation.

Mitigation Measure 3.10-2: Employ Vibration-Reducing Construction Measures for Demolition and Construction Adjacent to Impacted Building

- Enhanced Pre-Demolition Survey: Conduct detailed structural assessments using laser scanning or 3D modeling to document potential weaknesses with high precision.
- Advanced Controlled Demolition Techniques: Utilize diamond wire sawing or hydrodemolition to minimize vibrations. Implement a highly controlled, piece-by-piece demolition method.
- Real-Time Vibration Monitoring: Install multiple vibration sensors on the impacted building for real-time monitoring. Set up an alert system for instant notifications if vibrations approach critical levels.
- Enhanced Buffer Zones: Create double-layer buffer zones using heavy-duty materials like thick rubber mats and geofoam barriers. Implement additional protective measures such as temporary walls filled with sound and vibration absorbing materials.
- High Precision Equipment Selection: Use state-of-the-art demolition equipment designed for low vibration output. Ensure machinery operates at optimal performance levels.
- Specialized Operational Modifications: Schedule vibration-intensive activities during periods when the adjacent building is unoccupied, if possible. Employ a staggered approach to demolition activities to distribute the vibration load over time.
- Enhanced Structural Support: Use advanced shoring systems like hydraulic shoring or steel bracing for robust temporary support. Conduct regular inspections of the support systems.
- Advanced Ground Stabilization: Employ deep soil mixing or grouting techniques to stabilize the ground and reduce vibration transmission. Use vibration isolation pads or trenches around the demolition site.
- Comprehensive Communication Plan: Establish a direct line of communication with stakeholders for real-time updates and feedback. Provide

detailed schedules and daily reports on demolition activities and monitoring results.

- Thorough Post-Demolition Inspection and Remediation: Conduct a comprehensive post-demolition survey using visual inspections and advanced non-destructive testing methods. Promptly address any issues, including structural repairs or further stabilization measures.

Finding: The Board finds that implementation of the Station J Bulk Transmission Substation Project would result in short-term construction noise impacts. With implementation of Mitigation Measures 3.10-1a and 3.10-b, significant impacts from temporary construction noise and construction traffic would be reduced to less-than-significant levels.

Transportation

Impact 3.11-3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

During construction, slow-moving trucks entering and exiting the project site could pose hazards to vehicles, pedestrians, and bicyclists on 12th Street, A Street, and 16th Street immediately adjacent to the project site. The presence of heavy-duty trucks during project construction could accelerate wear and tear on the local roadways along the haul route. In addition to shortening the life of pavement sections, heavy-duty truck traffic could cause more immediate road damage, such as cracks and potholes. Potential damage to pavement would increase traffic hazards on local roadways. These effects would be potentially significant.

Mitigation Measure 3.11-3a: Protect Bicycle Facilities

SMUD shall prepare site plans showing all required bikeway facilities in compliance with City of Sacramento Standards. The Project entitlements shall be conditioned to provide the required bikeway facilities as part of an improvement plan which includes alternate on-street and separated bikeway facilities that connect to the City's bicycle network. The project applicant shall work with the City to ensure that the proposed bikeway facilities would achieve the intent of the Bikeway Master Plan and meet the City's standards. Modifications to the proposed bikeways shall be made to satisfy the requirements of the City.

Mitigation Measure 3.11-3b: Repair Damaged Roadways and Bike Paths Following Construction

During project construction, signage and flaggers will be deployed at locations where construction trucks cross roadways, pedestrian routes and bikeways, to reduce the potential hazard posed to other drivers, pedestrians, and bicyclists. Details regarding traffic control, including any alternate access routes to existing facilities and timing of control measures, will be further described in a Traffic Control Plan to be submitted for approval by the City of Sacramento. Furthermore, following completion of construction, SMUD will assess and repair any project-related damage to roadways and paved bicycle/pedestrian paths that were affected during construction, including all project-related potholes, fractures, or other damages.

Finding: The Board finds that implementation of the Station J Bulk Transmission Substation Project could substantially increase traffic hazards and result in a significant impact. With implementation of Mitigation Measures 3.11-3a and 3.11-3b, significant impacts due to traffic hazards would be reduced to less-than-significant levels.

d. Alternatives

In compliance with CEQA and the CEQA Guidelines, Chapter 6, “Alternatives” of the Draft EIR evaluated a reasonable range of alternatives to the Project, including the No Project Alternative, followed by identification of an environmentally superior alternative. For the project, the consideration of alternatives that fulfill CEQA requirements is complicated by a simple factor: the project would not result in any significant and unavoidable impacts. The significant impacts of the project are highly limited and can be clearly mitigated. Significant impacts have been identified for air quality, biological resources, cultural resources, tribal cultural resources, paleontological resources, hazards and hazardous materials, and transportation.

Although there are no alternatives that could avoid or substantially reduce (unmitigated) significant effects of the project (because none exist), the alternatives evaluated below are presented to satisfy CEQA’s requirement to identify a range of potentially feasible alternatives (State CEQA Guidelines Section 15126.6(a)). The EIR examined each alternative’s feasibility and ability to meet the following Project Objectives:

- Provide safe and reliable electrical service to existing and proposed development in the downtown Sacramento area;
- Meet SMUD’s goals of ensuring electrical service reliability in the downtown Sacramento area by 2030;
- Provide greater operational flexibility between circuits and substations in the area;
- Maximize the use of available SMUD property and resources;

- Minimize impacts to nearby sensitive receptors; and,
- Minimize potential conflicts with existing planning efforts within the City of Sacramento.

Four potential alternatives were found to be clearly infeasible (Alternative Site 1, Alternative Site 2, Overhead Transmission Lines Alternative, and Alternative Underground Routes) and rejected because they would not achieve most of the basic project objectives, SMUD was unable to feasibly acquire the land, or they resulted in greater environmental impacts than the proposed Project as described in Section 6.2.3 of the Draft EIR.

The No Project Alternative (Alternative A) and Alternatives that might have been feasible and that would attain most of the Project Objectives to some extent (Alternative B – Site 4 Substation Location and Alternative C – Transmission Line Routing Option) were carried forward and analyzed with regard to whether they would reduce or avoid significant impacts of the Project.

In connection with certification of the Final EIR for the Project, the Board certifies that it has independently reviewed and considered the information on alternatives provided in the Final EIR and the record of proceedings. The Board finds that no new alternatives have been identified and that the feasibility of the analyzed alternatives has not changed since the Draft EIR was circulated for public review. The Board certifies that it has independently reviewed and considered the information on alternatives provided in the Final EIR and the administrative record, and find, for the reasons set forth below, that each of the following alternatives cannot feasibly attain, either at all or to the same extent as the proposed Project, one or more of the Project Objectives, is otherwise infeasible or fails to avoid or substantially lessen the significant effects of the Station J Bulk Transmission Substation Project.

1. Alternative A (No Project)

Under this alternative, the project site was assessed for potential redevelopment as allowed by the City of Sacramento 2030 General Plan and River District Specific Plan. Under this alternative, SMUD would not be able to provide reliable and safe electrical service to existing and proposed development in the City of Sacramento. Further, environmental impacts are likely to be greater due to the larger development envelope that could feasibly occur on the site pursuant to the General Plan land use designation and zoning.

This alternative would not meet any of the objectives identified above for the Project. Because this alternative would not attain any project objectives and for the reasons set forth above, Alternative A is rejected by the Board from further consideration.

2. Alternative B (Site 4 Substation Location)

Alternative B assumes that an alternative, 5- to 6-acre site owned by Union Pacific Railroad at the corner of North 7th Street and North B Street is developed as the Station J site. This alternative site is located approximately 0.5-mile west of the proposed Station J site. The transmission line alignment for Alternative B would follow a similar path in surface streets (North B Street, North 16th Street, Thornton Avenue, and North 18th Street) before interconnecting with Station E. Alternative B would achieve most of the project objectives; however, it would result in greater hazardous materials impacts due to the site's presence on the Cortese List and potential for impacts to worker health, safety, and the environment due to the contaminants present.

3. Alternative C (Ambassador Drive Alignment)

Alternative C assumes that a slightly modified 115 kV transmission line alignment is implemented to interconnect the current Station J site with Station E (see Figure 6 2). Under this alternative, the Station J site would remain in the currently proposed location. The alternate transmission line alignment would extend from the Station J site east on North A Street, travel north on Ahem Street until McCormack Avenue, then travel east on McCormack Avenue and Dreher Street until North 18th Street, at which point it would align with the proposed alignment and interconnect with Station E.

Alternative C would achieve most of the project objectives; it would result slightly greater construction-related noise impacts but would otherwise remain the same from an environmental impact standpoint as the proposed project.

4. Environmentally Superior Alternative

CCR Section 15126.6 suggests that an EIR should identify the "environmentally superior" alternative. "If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." As stated above in Section 6.2.2, the consideration of alternatives that fulfill CEQA requirements, in the instance of the project, is complicated by a simple factor: the project would not result in any significant and unavoidable impacts. The significant impacts of the project - which would be to air quality, biological resources, cultural resources, tribal cultural resources, paleontological resources, hazards and hazardous materials, and transportation - can be clearly mitigated.

When considering objectives, the proposed project would best meet the project objectives, as stated in Chapter 2, "Project Description." The other alternatives assessed would also mostly meet the project objectives. However, Alternative B would result in greater hazardous materials impacts due to its presence on the Cortese List and potential for impacts to worker health, safety, and the environment due to the contaminants

present. Alternative C would result slightly greater construction-related noise impacts but would otherwise remain the same as the proposed project.

Alternative A (No Project) was determined to be the environmentally superior alternative because it would lessen all environmental impacts which would result under the proposed project if not developed. However, the No Project Alternative would not meet most of the project objectives. Consistent with State CEQA Guidelines (CCR Section 15126.6 [e][2]), because the environmentally superior alternative was identified as the No Project Alternative, another environmentally superior alternative shall be identified. Based on the environmental analysis in the EIR, Alternative C would have similar impacts to the proposed project with the exception of slightly increased construction noise impacts, which would be temporary. Therefore, Alternative C would not be environmentally superior as it would not reduce any impacts of the proposed project. Therefore, the environmental impact differences between the Project and Alternative C are not substantial enough that one is clearly superior over the other.

e. Additional Findings

1. These Findings incorporate by reference in their entirety the text of the Final EIR prepared for the Station J Bulk Transmission Substation Project. Without limitation, this incorporation is intended to elaborate on the scope and nature of the Project, related mitigation measures, and the basis for determining the significance of such impacts.

2. All of the environmental effects of the Station J Bulk Transmission Substation Project have been adequately addressed in the Final EIR and have been mitigated or avoided, where feasible.

3. Section 15093(b) of the CEQA Guidelines provides that when the decision of the public agency results in the occurrence of significant impacts that are not avoided or substantially lessened, the agency must state in writing the reasons to support its actions. The Findings adopted by the Board, in connection with its approval of the Station J Bulk Transmission Substation Project and certification of the associated EIR, addressed all of the potentially significant impacts associated with implementation of the Station J Bulk Transmission Substation Project. The EIR concluded that all potentially significant impacts would be adequately mitigated and that the Project would not result in any significant and unavoidable impacts even with the adoption of identified mitigation measures. As a result, the adoption of a Statement of Overriding Considerations for the Station J Bulk Transmission Substation Project is not required.

4. CEQA Guidelines section 15074 requires the Lead Agency approving a Project to adopt an MMRP for changes to the Project that it adopts or makes a condition of Project approval in order to ensure compliance during Project implementation. The Board adopts the MMRP for Station J Bulk Transmission Substation Project and the

specific mitigation measures will be monitored in conjunction with SMUD's Final EIR MMRP and Reporting process.

f. Record of Proceedings

For purposes of CEQA and these Findings, the record of proceedings for the Project (Record of Proceedings) consists of the following documents and other evidence, at a minimum:

- The Notice of Preparation (NOP) distributed on February 22, 2023 and comments received during its 30-day public review;
- The EIR for the Project, including, without limitation, the Draft EIR, Final EIR, and all of its appendices;
- All studies, EIRs, maps, rules, regulations, guidelines, permits and other documents and materials incorporated by reference in any portion of the EIR;
- All presentation materials from every noticed public meeting and public hearing for the Project;
- The MMRP for the proposed Project;
- Matters of common knowledge, including but not limited to federal, state and local laws and regulations, including, without limitation, SMUD's adopted CEQA Procedures and other adopted plans, policies and programs;
- Any documents expressly cited in these Findings; and
- All materials not otherwise identified which are expressly required to be in the Record of Proceedings by PRC section 21167.6(e).

g. Custodian and Location of Records

The documents and other materials which constitute the Record of Proceedings are located at SMUD Headquarters. Copies of those documents are and at all relevant times have been and will be available upon request at the Customer Service Center (6300 S Street, Sacramento, CA 95817). The custodian of the Record of Proceedings may be contacted as follows:

Rob Ferrera
Sacramento Municipal Utility District
6201 S Street, MS B203
Sacramento, CA 95817-1899

(916) 732-6676
rob.ferrera@smud.org

This information is provided in compliance with PRC section 21081.6(a)(2) and CEQA Guidelines section 15091(e).

III. Project Benefits

The fundamental purpose of the Station J Bulk Transmission Substation Project is to provide safe and reliable electrical service to existing and proposed development in the downtown Sacramento area. The Project would not add additional service capacity but would help SMUD reliably meet electric demand, meet SMUD's goals of ensuring the reliability of electrical service in the downtown Sacramento area, facilitate efficient maintenance of underground cables and infrastructure, maximize the use of available SMUD property and resources, minimize impacts to nearby sensitive receptors, and minimize potential conflicts with existing planning efforts within downtown Sacramento.

a. Need for Power in SMUD's Downtown Sacramento Service Area

SMUD generates, transmits, and distributes electric power to a 900-square-mile service area that includes most of Sacramento County and small portions of Placer and Yolo counties. The City of Sacramento estimates that between 2012 and 2035, it is expected to grow by approximately 165,000 residents and 86,000 jobs (City of Sacramento 2014:3-5). As the city continues to grow, SMUD will need to provide electricity for this expanding base of customers. Without the additional transforming capacity that would be provided by the new Station H, SMUD would not be able to fully provide for the electrical needs of this projected growth, which is critical for the continued buildout and development of the surrounding area, and to support the expanding cultural and business needs of the City and its people. As the sole electrical utility in the City, SMUD has a legal obligation to serve this load.

SMUD's existing downtown substations (Station D and Station E) are projected to reach 97 percent of capacity under normal loading conditions by 2024 and could be overloaded by 2025. Station G and Station J will address these deficiencies, bringing much-needed substation capacity to the region.

Future development in the project area will create additional demand for electricity in the area and Station H will be crucial for meeting future demand. Development in the downtown area that could be served by Station J include the California, Department of General Services (DGS) Richards Boulevard Office Complex, a large high-rise development at Richards Boulevard and North 7th Street, which will require at least 10 (mega volt amps) MVA. Also, the new Sacramento County Courthouse high rise at 6th and H Streets, which will require at least 3 MVA. These two new developments are under

construction and expect to be fully operational by 2025 and are the main reasons for the anticipated deficiencies. Other required service needs include new development in the Railyards Specific Plan area, including Railyards Lot 48 and the Railyards Flood Control Pump developments.

b. Electrical Reliability

Responsibility for maintaining safe, reliable, and dependable operation of the electric grid in California is divided among various "balancing authorities," including SMUD. A balancing authority assumes responsibility for operational and system reliability for electric customers within a specific electrical and geographic area. The Station J Bulk Transmission Substation is a necessary component of SMUD's future plans for electrical reliability.

c. Environmental Benefits

As discussed in the EIR, the Project would result in potentially significant impacts related to air quality, biological resources, cultural resources, Tribal cultural resources, geology and soils (i.e., paleontological resources), hazards and hazardous materials, noise, and transportation. However, as demonstrated in the EIR, each of these impacts would be reduced to a less-than-significant level with the adoption and implementation of mitigation measures. As a result of these mitigation measures, the Project would not result in any significant and unavoidable environmental impacts.

Finding: The SMUD Board finds the approval of the proposed Station J Bulk Transmission Substation Project will result in continuing and enhanced benefits to SMUD customers in form of an important and reliable power transmission system.

IV. Statement of Overriding Considerations

This section of the findings document addresses the requirement in CEQA Guidelines section 15093. It requires the approving agency to balance the benefits of a proposed project against its unavoidable significant impacts and to determine whether the impacts are acceptably overridden by the project benefits. As described previously, the Project would not result in any unavoidable significant impacts. Therefore, a Statement of Overriding Considerations is not required for the Project.

V. Summary

Based on the foregoing findings and the information contained in the record, it is hereby determined that:

1. The Project would not result in any significant and unavoidable impacts.

2. The environmental impact differences between the Project and Alternative C are not substantial enough that one is clearly superior over the other, particularly as neither would include any significant and unavoidable environmental impacts. Because none of the project alternatives would be environmentally superior to the Project and would also fail to achieve the project objectives, all alternatives are rejected as infeasible.

This determination reflects the Board's independent judgment and analysis.

2

SSS No. SCS 25-056

BOARD AGENDA ITEM
STAFFING SUMMARY SHEET

Committee Meeting & Date
ERCS – 03/18/25
Board Meeting Date
March 20, 2025

TO		TO	
1.	Casey Fallon	6.	Suresh Kotha
2.	Emily Bacchini	7.	
3.	Frankie McDermott	8.	
4.	Brandy Bolden	9.	**Legal**
5.	Lora Anguay	10.	**CEO & General Manager**

Consent Calendar	X	**Yes**		**No** *If no, schedule a dry run presentation.*	**Budgeted**	X	**Yes**		**No** *(If no, explain in Cost/Budgeted section.)*

FROM (IPR)	DEPARTMENT	MAIL STOP	EXT.	DATE SENT
Andrew McDermott	Procurement	EA404	5862	02/21/25

NARRATIVE:

Requested Action: Approve Contract Change No. 02 to Contract No. 4600001745 with AECOM Technical Services, Inc., Contract No. 4600001746 with Ascent Environmental, Inc., Contract No. 4600001747 with Environmental Science Associates, and Contract No. 4600001748 with GEI Consultants, Inc. (collectively, the Contracts) for environmental and California Environmental Quality Act (CEQA) support services to increase the aggregate not-to-exceed amount for the Contracts by $5 million, from $11 million to $16 million, and to extend the expiration date of the Contracts by two years to May 31, 2028.

Summary: The Contracts were awarded on a competitive basis to AECOM Technical Services, Inc., Ascent Environmental, Inc., Environmental Science Associates, and GEI Consultants, Inc. in May 2023 to provide environmental and CEQA support services for SMUD's Environmental Services department through Board Resolution 23-05-04. The Contracts were awarded for the period of June 1, 2023, to May 31, 2026, for an aggregate contract not-to-exceed amount of $10 million. Contract Change No. 01 added the allowed 10% contingency funds, bringing the aggregate not-to-exceed amount for the Contracts to $11 million. Contract change No. 02 is requested to extend the Contracts to May 31, 2028, and to increase the aggregate not-to-exceed amount by $5 million, from $11 million to $16 million. The additional funds are required because an increased number of sensitive cultural and Tribal cultural resources were encountered on one of the projects. As a result, staff needed additional resources and to rely on consultants more heavily to perform extensive data recovery efforts, processing, and other related and unforeseen tasks, beyond what was contemplated for the aggregate not-to-exceed amounts under the original Contracts. The addition of these funds will allow for Environmental Services to provide continuity of support for critical 2030 Zero Carbon Plan projects while also continuing to support operations, maintenance, and safety and reliability projects through May 31, 2028.

Currently, the aggregate contract balance is approximately $650,000.

Contract Actions	Amount	Cumulative Total	Description
Original Contract	$10,000,000		
Change No. 01	$1,000,000	$11,000,000	Added 10% contingency funds
Pending Change No. 02	$5,000,000	$16,000,000	Extend the contract to May 31, 2028, and increase the not-to-exceed amount to $16,000,000.

Board Policy: *(Number & Title)* Board-Staff BL-8, Delegation to the CEO with Respect to Procurement; Procurement; Strategic Direction SD-7, Environmental Leadership

Benefits: To provide environmental and CEQA support services for SMUD's Environmental Services Department.

Cost/Budgeted: $5,000,000; Budgeted for 2025-2031 by Environmental

Alternatives:	Do not increase and extend this award and cease environmental and CEQA contractor support until a new Request for Proposals (RFP) can be conducted. This would result in project delays and would not provide for continuity of providers required for projects in support of the 2030 Zero Carbon Plan.
Affected Parties:	Environmental, Health & Safety Services, Supply Chain Services, and Contractor
Coordination:	Environmental, Health & Safety Services and Supply Chain Services
Presenter:	Emily Bacchini, Interim Director of Environmental, Safety & Real Estate Services

Additional Links:

SUBJECT	ITEM NO. *(FOR LEGAL USE ONLY)*
Contract Change No. 2 – Environmental & CEQA Support Services	

ITEMS SUBMITTED AFTER DEADLINE WILL BE POSTPONED UNTIL NEXT MEETING.

3

SSS No. SCS 25-052

BOARD AGENDA ITEM
STAFFING SUMMARY SHEET

Committee Meeting & Date
ERCS – 03/18/25
Board Meeting Date
March 20, 2025

TO		TO	
1.	Casey Fallon	6.	Lora Anguay
2.	Kirsten DePersis	7.	Suresh Kotha
3.	Jose Bodipo-Memba	8.	
4.	Frankie McDermott	9.	**Legal**
5.	Brandy Bolden	10.	**CEO & General Manager**

Consent Calendar	X	**Yes**		**No** *If no, schedule a dry run presentation.*	**Budgeted**	X	**Yes**		**No** *(If no, explain in Cost/Budgeted section.)*

FROM (IPR)	DEPARTMENT	MAIL STOP	EXT.	DATE SENT
Katherine Manne	Procurement	EA404	6175	02/21/25

NARRATIVE:

Requested Action: Authorize the Chief Executive Officer and General Manager to negotiate and award a contract to Hensel Phelps Construction Co. (Hensel Phelps) to perform Phase I pre-construction services and equipment procurement for the Folsom Administrative Operations Building Project, in an amount not to exceed $13,068,600.

Summary: The Folsom Administrative Operations Building Project (Project) would replace the existing administrative operations facility at the SMUD Headquarters campus and contribute to SMUD's goals for ensuring electrical service reliability. The Project will provide safe and reliable electrical service to existing and proposed development in SMUD territory.

The proposed procurement strategy for the Project follows the progressive design build model. A single contract is sourced for services performed by a design build entity (DBE) customarily a General Contractor (GC) and Architectural & Engineering (A&E) firm for a Guaranteed Maximum Price (GMP). The proposed strategy allows for ongoing collaboration between SMUD and the DBE, with seamless integration and comprehensive quality control for the duration of the Project. Through the progressive design build process, the DBE essentially designs to a prescribed Target Guaranteed Maximum Price (TGMP). The Phase I preconstruction services performed by Hensel Phelps will be used to arrive at the overall GMP Not-to-Exceed (NTE) value for the Phase II construction services.

Request for Qualification (RFQ) No. Doc4380221278 was issued in January 2024 to technically qualify DBEs for a subsequent Request for Proposals (RFP) for Design Build Services for the Project. SMUD received eight proposals in response to the RFQ, and pre-qualified three DBEs to participate in the subsequent RFP. RFP No. Doc4541410560 was issued in June 2024 to solicit for the qualified DBEs to provide Design Build Services for the Project. A pre-proposal conference was held on June 11, 2024. On July 19, 2024, three proposals were received and evaluated in accordance with the advertised criteria taking a best value approach. All proposals received were responsive. SMUD initiated negotiations with Hensel Phelps, the top ranked candidate, which has resulted in a price reduction of ~8%. The result of the evaluation is shown in the table below.

In August 2024 a Notice of Intent to Award (NOITA) was issued for award of contract for Phase I Pre-GMP Services/pre-construction services, for a NTE value of $8,408,162.

In September 2024 SMUD elected to execute a non-standard professional services contract with Hensel Phelps for validation services only for the Project, for a NTE amount of $1,642,845.00 (~20% of costs associated with Phase I Pre-GMP Services). Two subsequent contract changes, warranted by unforeseen project requirements, were executed. The first extended the term to February 28, 2025, and increased funds by $1,346,547 for extended validation services, for a revised contract NTE value of $2,989,392 (~36% of costs associated with Phase I Pre-GMP Services). The second extended the term once more to March 31, 2025. Since the scope associated with validation services was originally contemplated in the contract for Phase I Pre-GMP or pre-construction phase of the Project, the intent for pursuing this non-standard

professional services contract was to aid in ensuring that the criteria were accurate and tailored to SMUD's goals for the Project while awaiting completion of procurement and regulatory requirements.

In February 2025, SMUD adopted the California Environmental Quality Act Initial Study and Mitigated Negative Declaration (IS/MND) for the Project, adopted the Mitigation Monitoring and Reporting Program, and approved the Project (Resolution No. 25-02-08).

Recommendation: Authorize the Chief Executive Officer and General Manager to negotiate and award a contract to Highest Evaluated Responsive Proposer – Hensel Phelps for Phase I pre-construction services and equipment procurement for the Project, in an amount not to exceed $13,068,600.

Award to:

Hensel Phelps Construction Co.
545 Jefferson Boulevard, Suite 13
West Sacramento, CA 95605

Proposers Notified by Procurement: RFQ-100, RFP-3

Proposers Downloaded: RFQ-24, RFP-3

Pre-Proposal Conference Attendance: RFQ-44, RFP-3

Proposals Received: RFQ-8, RFP-3

Responsive Proposals Received	85 Points Technical Evaluation	15 Points Pricing Evaluation	Total Score	Over-all Rank	Proposal Amount	Evaluated Proposal Amount	Proposed Award Amount
Hensel Phelps	63.00	13.05	76.05	1	$9,076,569.88	$8,408,162.00	$5,418,770*
DPR Construction, a GP	49.75	12.31	62.06	2	$8,912,823.50	$8,912,923.50	
Sundt Construction, Inc.	45.00	15.00	60.00	3	$7,313,948.82	$7,313,948.82	

*Proposed award amount for Phase I Pre-GMP Services.

Supplier Education & Economic Development (SEED) Diversity Program: For Hensel Phelps proposed to self-perform 32% of the work and will subcontract 3.7% to SEED verified Subcontractors, and 64.3% to non-SEED subcontractors.

Board Policy: *(Number & Title)* Board-Staff Linkage BL-8, Delegation to the CEO with Respect to Procurement; Strategic Direction SD-4, Reliability; and Strategic Direction SD-5, Customer Relations.

Benefits: This Project will modernize and increase the resiliency and reliability of SMUD's high voltage energy system. Additionally, it will provide greater office and operational space flexibility.

Cost/Budgeted: Proposed multi-year project 2024 – 2027 for $145,000,000.

Alternatives: Elect to not proceed with award of contract to Hensel Phelps, and instead initiate negotiations with the next highest ranked DBE, risking critical path project delays.

Affected Parties: Transmission Planning, Facilities, City of Folsom, Supply Chain Services, DBE, and General Public

Coordination: Facilities and Supply Chain Services.

Presenter: Casey Fallon, Director, Procurement, Warehouse & Fleet

Additional Links:

SUBJECT	**Contract Award for Phase I Pre-Construction Services and Equipment Procurement for the Folsom Administrative Operations Building Project**	ITEM NO. ***(FOR LEGAL USE ONLY)***

ITEMS SUBMITTED AFTER DEADLINE WILL BE POSTPONED UNTIL NEXT MEETING.

SSS No. SCS 25-055

BOARD AGENDA ITEM
STAFFING SUMMARY SHEET

Committee Meeting & Date
ERCS – 03/18/25
Board Meeting Date
March 20, 2025

TO		TO	
1.	Casey Fallon	6.	
2.	Frankie McDermott	7.	
3.	Brandy Bolden	8.	
4.	Lora Anguay	9.	**Legal**
5.	Suresh Kotha	10.	**CEO & General Manager**

Consent Calendar	X	**Yes**		**No** *If no, schedule a dry run presentation.*	**Budgeted**	X	**Yes**		**No** *(If no, explain in Cost/Budgeted section.)*

FROM (IPR)	DEPARTMENT	MAIL STOP	EXT.	DATE SENT
Jesse Mays	Procurement, Warehouse & Fleet	EA404	5744	02/21/25

NARRATIVE:

Requested Action: Approve an increase to the aggregate contract not-to-exceed amount for medium voltage, secondary, overhead, underground, and other miscellaneous wire and cable by $85.4 million, from $55 million to $140.4 million, for Contract No. 4600001348 with The Okonite Company, Contract No. 4600001771 with Kortick Manufacturing, LLC, Contract No. 4600001350 with Southwire Company, LLC, and Contract No. 4600001351 with Anixter, Inc. (collectively, the Contracts) and an extension of the Contracts to September 30, 2030.

Summary: The Contracts were awarded on a competitive basis to The Okonite Company, Frase Enterprises, Inc. (acquired by Kortick Manufacturing, LLC), Southwire Company, LLC, and Anixter, Inc in January 2020 (Board Resolution No. 20-01-04) for the seven-year period from January 17, 2020, to January 16, 2027, for an aggregate contract not-to-exceed amount of $55 million.

SMUD is requesting approval to increase the aggregate not-to-exceed amount for the Contracts from $55 million to $140.4 million and to extend the Contracts from January 16, 2027, to September 30, 2030. The additional funds recommended are primarily designed to enable staff to continue purchasing ethylene propylene rubber (EPR) Cable through September 30, 2030. Utilization of any of the contractors under the Contracts is based on the items in each contractor's bid schedules. Thus far, The Okonite Company has provided the majority of the EPR Cable to SMUD under the Contracts.

SMUD staff negotiated fair and reasonable rates and price escalation through the extended contract period of September 30, 2030. The revised rates align with market escalation trends and expert cost models and benchmarking. Based on the forecasted EPR Cable demand, SMUD could expect to spend $85.4 million under maximum 3% Consumer Price Index for Urban Wage Earners and Clerical Workers (CPI-W) increase during years 3-5 and median copper and aluminum price forecasts; tariffs and higher than expected metals volatility may increase funding needs but likely to remain within the contingency amount. Staff is working on a large wire and cable solicitation in addition to this change to the Contracts to enable additional secondary sources of supply and to mitigate future price increase risks from tariffs.

Currently, the cumulative contracts balance is approximately $2.6 million.

Contract Actions	Increase	Cumulative Total	Description
Original Contract 4600001348 The Okonite Company 4600001349 Frase Enterprises, Inc. 4600001350 Southwire Company, LLC. 4600001351 Anixter, Inc.	N/A	$55,000,000	

Change No. 01	$0.00	$55,000,000	4600001348 (Okonite): Add new PILC cable to contract. 4600001349 (Frase/Kortick): Increase the base unit price by 5%. 4600001350 (Southwire): Increase the base unit price by 5%.
Change No. 02	$0.00	$55,000,000	4600001349 (Frase/Kortick): Increase the base unit price by 11%. 4600001350 (Southwire): Increase the base unit price by 5%.
Change No. 03	$0.00	$55,000,000	4600001349 (Frase/Kortick): Kortick Manufacturing, LLC acquired Frase Enterprises. The Original Contract No. 4600001349 was replaced with a new number of 4600001771.
Pending Board Action	$85,400,000. (proposed)	$140,400,000.	All Contracts: Increase Total Aggregate Amount; Extend Term to September 30, 2030

Board Policy: *(Number & Title)* Board-Staff Linkage BL-8, Delegation to the CEO with Respect to Procurement; Procurement. Strategic Direction SD-7, Environmental Leadership; Strategic Direction SD-4, Reliability

Benefits: SMUD achieved $4.4 million in cost avoidance on the expected next five-year contract value, providing cost surety and extending strategic long-term, beneficial partnerships.

Cost/Budgeted: $85.4 million; Budgeted for 2025-2030 by Warehouse (Budget Allocations are made to Business Units based on usage).

Alternatives: Source new contracts and do not increase the contract aggregate not-to-exceed amount

Affected Parties: Procurement, Warehouse & Fleet, Supply Chain Services, and Contractors

Coordination: Warehouse and Supply Chain Services

Presenter: Casey Fallon, Director, Procurement, Warehouse & Fleet

Additional Links:

SUBJECT

Increase in Aggregate Contract Amount for Wire & Cable

ITEM NO. ***(FOR LEGAL USE ONLY)***

ITEMS SUBMITTED AFTER DEADLINE WILL BE POSTPONED UNTIL NEXT MEETING.

SSS No. SCS 25-057

BOARD AGENDA ITEM
STAFFING SUMMARY SHEET

Committee Meeting & Date
ERCS – 03/18/25
Board Meeting Date
March 20, 2025

TO		TO	
1.	Casey Fallon	6.	Suresh Kotha
2.	Oliver Daniels III	7.	
3.	Frankie McDermott	8.	
4.	Brandy Bolden	9.	**Legal**
5.	Lora Anguay	10.	**CEO & General Manager**

Consent Calendar	X	**Yes**		**No** *If no, schedule a dry run presentation.*	**Budgeted**	X	**Yes**		**No** *(If no, explain in Cost/Budgeted section.)*

FROM (IPR)	DEPARTMENT	MAIL STOP	EXT.	DATE SENT
Austin Svien	Procurement	EA404	5159	02/21/25

NARRATIVE:

Requested Action: Approve Contract Change No. 9 to Contract No. 4500083213 with KUBRA America West, Inc. for SMUD's bill presentment and payment solutions to extend the contract expiration date by five years from December 31, 2025, to December 31, 2030, and to increase the contract amount by $10 million, from $18,347,131 to $28,347,131.

Summary: This contract was awarded on a competitive basis to KUBRA America West, Inc. in October 2013 (Board Resolution Number 13-10-12) to provide a bill payment and presentment platform and services. The original contract was awarded for the 10-year period from go-live (which occurred September 12, 2014) for a not-to-exceed amount of $16,679,210. Contract Changes 1-8 are described in the table below. This Contract Change No. 9 is requested, rather than issuing a new solicitation, to allow for stability and continuity of these critical services through two major technology transitions, which include: i) a major upgrade to SMUD's Enterprise Resource Planning platform to SAP S4/HANA and ii) the roll-out of a new Customer Experience (CX) Digital Platform in collaboration with Smart Energy Water (SEW)/iPaySmart. SMUD staff negotiated to lock-in contract rates through the extended term, and the pricing is considered fair and reasonable. Proposed Contract Change No. 9 does not otherwise revise contract scope or change contract terms and conditions.

Currently, the contract balance is approximately $1,758,177.

Contract Actions	Amount	Cumulative Total	Description
Original Contract	$16,679,210		
Change No. 01	$0	$16,679,210	Scope Revision
Change No. 02	$0	$16,679,210	Scope Revision and Fee Schedule Update
Change No. 03	$0	$16,679,210	Extend Contract Term
Change No. 04	$0	$16,679,210	Extend Contract Term
Change No. 05	$0	$16,679,210	Change to terms and conditions (Terms & Conditions)
Change No. 06	$0	$16,679,210	Extend Contract Term
Change No. 07	$0	$16,679,210	Scope Revision, Change to Terms and Conditions
Change No. 08	$1,667,921	$18,347,131	Extend Contract Term and Exercise 10% contingency funds
Pending Change No. 09	$10,000,000	$28,347,131	Extend Contract Term and increase not-to-exceed amount by $10 million, from $18,347,131 to $28,347,131

Board Policy: *(Number & Title)* Board-Staff Linkage BL-8, Delegation to the CEO with Respect to Procurement; Procurement

Benefits:	Allow for continuity of bill payment and presentment platform during two major technology transitions.
Cost/Budgeted:	$10,000,000; Budgeted for 2025-2030 by Information Technology (IT)
Alternatives:	Do not extend and increase and issue a competitive solicitation and potentially have to move to a new platform for billing during the transition to SAP S4 HANA and SEW/iPaySmart.
Affected Parties:	Information Technology (IT), Supply Chain Services, and Contractor
Coordination:	Information Technology (IT) and Supply Chain Services
Presenter:	Casey Fallon, Director of Procurement, Warehouse & Fleet

Additional Links:

SUBJECT	ITEM NO. *(FOR LEGAL USE ONLY)*
Contract Change No. 9 - Contract No. 4500083213 with KUBRA America West, Inc.	

ITEMS SUBMITTED AFTER DEADLINE WILL BE POSTPONED UNTIL NEXT MEETING.

7

SSS No.
BOD 2025-005

BOARD AGENDA ITEM
STAFFING SUMMARY SHEET

Committee Meeting & Date
ERCS - 2025
Board Meeting Date
N/A

TO		TO	
1.	Frankie McDermott	6.	
2.	Suresh Kotha	7.	
3.	Brandy Bolden	8.	
4.	Lora Anguay	9.	**Legal**
5.		10.	**CEO & General Manager**

Consent Calendar		**Yes**	x	**No** *If no, schedule a dry run presentation.*	**Budgeted**	x	**Yes**		**No** *(If no, explain in Cost/Budgeted section.)*

FROM (IPR)	DEPARTMENT	MAIL STOP	EXT.	DATE SENT
Brandon Rose / Crystal Henderson	Board Office	B307	5424	12/31/24

NARRATIVE:

Requested Action: A summary of directives is provided to staff during the committee meeting.

Summary: The Board requested an on-going opportunity to do a wrap up period at the end of each committee meeting to summarize various Board member suggestions and requests that were made at the meeting to make clear the will of the Board. The Energy Resources & Customer Services (ERCS) Committee Chair will summarize Board member requests that come out of the committee presentations for this meeting.

Board Policy: *(Number & Title)* Governance Process GP-4, Board/Committee Work Plan and Agenda Planning states the Board will focus on the results the Board wants the organization to achieve.

Benefits: Having an agendized opportunity to summarize the Board's requests and suggestions that arise during the committee meeting will help clarify the will of the Board.

Cost/Budgeted: Included in budget for internal labor.

Alternatives: Not to summarize the Board's requests at this meeting.

Affected Parties: Board of Directors, Board Office and Executive Office

Coordination: Crystal Henderson, Special Assistant to the Board

Presenter: Brandon Rose, ERCS Committee Chair

Additional Links:

SUBJECT	ITEM NO. *(FOR LEGAL USE ONLY)*
Summary of Committee Direction – Energy Resources & Customer Services (ERCS) Committee	

ITEMS SUBMITTED AFTER DEADLINE WILL BE POSTPONED UNTIL NEXT MEETING.