

Notice of Determination

Appendix D

To:

[X] Office of Planning and Research
U.S. Mail: P.O. Box 3044 Sacramento, CA 95812-3044
Street Address: 1400 Tenth St., Rm 113 Sacramento, CA 95814

[] County Clerk
County of:
Address:

From:

Public Agency: Department of Water Resources
Address: 901 P Street, Fourth Floor Sacramento, CA 95814
Contact: Mike Bradbury
Phone: (916) 651-2987

Lead Agency (if different from above):
Address:
Contact:
Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2008032062

Project Title: California WaterFix Addendum to the Final EIR

Project Applicant: California Department of Water Resources

Project Location (include county): Sacramento County - See Attachment 1, Figure 1

Project Description:

See Attachment 1. Additionally, this current addendum approval is part of the California WaterFix project.

This is to advise that the California Department of Water Resources has approved the above (X Lead Agency or [] Responsible Agency) described project on 07/21/2017 and has made the following determinations regarding the above described project. (date)

On 01/23/2018, DWR approved the addendum and determined that no additional environmental review is required. These actions are part of the California WaterFix project.

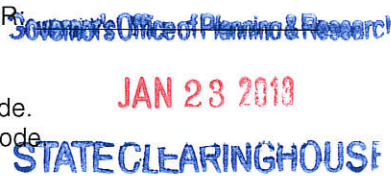
- 1. The project [X] will [] will not] have a significant effect on the environment.
2. [X] An Environmental Impact Report was previously prepared for this project pursuant to the provisions of CEQA. [] A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [X] were previously [] were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [X] was previously [] was not] adopted for this project.
5. A statement of Overriding Considerations [X] was previously [] was not] adopted for this project.
6. Findings [X] were previously [] were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

901 P Street, Fourth Floor, Sacramento, CA 95814 or https://www.californiawaterfix.com/

Signature (Public Agency): [Handwritten Signature] Title: Director

Date 01/23/2018 Date Received for filing at OPR: [Handwritten Signature]



Attachment 1 – Project Description

A Notice of Determination was submitted to the State Clearinghouse on July 21, 2017 for the California WaterFix (CWF) Project. An Addendum was prepared summarizing the CWF project modifications associated with refinements to the transmission line corridors proposed by the Sacramento Municipal Utility District (SMUD) after the CWF Final Environmental Impact Report (Final EIR) was certified and NOD was filed by DWR. SMUD will be responsible for delivering power to the northern half of CWF project facilities, from just north of Hood, CA on the Sacramento River to Twin Cities Road just west of Interstate 5. The Addendum describes the current design of the applicable modified CWF Project power features, proposed modifications to those power features (including an explanation of the need for the modifications), the expected benefits of the modifications to the transmission lines, and potential environmental effects as a result of these power related modifications (as compared to the impacts analyzed in the Final EIR).

California WaterFix Addendum to the Final EIR

1. Introduction

A Notice of Determination was submitted to the State Clearinghouse (SCH # 2008032062) on July 21, 2017 for the California WaterFix (CWF) Project. This Addendum summarizes the CWF Project modifications associated with refinements to the transmission line corridors proposed by the Sacramento Municipal Utility District (SMUD) after the CWF Final Environmental Impact Report (Final EIR) was certified and NOD was filed by DWR; SMUD will be responsible for delivering power to the northern half of CWF Project facilities, from just north of Hood, CA on the Sacramento River to Twin Cities Road just west of Interstate 5. The changes to CWF identified in this Addendum were considered in part with the intent to avoid or minimize potential project impacts identified with the transmission line corridors originally analyzed in the Final EIR. This Addendum describes the current design of the applicable modified CWF Project features, proposed modifications (including an explanation of the need for the modifications), the expected benefits of the modifications, and potential environmental effects as a result of the modified Project (as compared to the impacts analyzed in the Final EIR).

As described in the CEQA guidelines “The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.” The conditions in Section 15162 state:

“(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.”

As discussed in more detail below, the CWF modified Project with refinements to the transmission line corridors as proposed by SMUD will not create new significant effects or increase the severity of a previously identified significant effect, thus a subsequent EIR is not required.

2. Background

Temporary power will be required during construction of water conveyance facilities, including intakes, tunnels, and pumping plants. Permanent electric power would be required for operations of intakes, pumping plants, operable barriers, boat locks, and gate control structures throughout the various proposed conveyance alignments.

Under Alternative 4A, as described by the CWF Final EIR certified by DWR, the method of delivering power to construct and operate the water conveyance facilities is assumed to be a “split” system that would connect to the existing electrical grid in two different locations. The northern point of interconnection would be located north of Lambert Road and west of Highway 99. From here, a new transmission line would run west, along Lambert Road, where one segment would run south to the intermediate forebay on Glannvale Tract; and one segment would run north to connect to a substation where 69 kV lines would connect to the intakes. While this new transmission line could be 230 kV, 115 kV, or 69 kV depending on further study, a 230 kV line was conservatively assumed for the purposes of the CWF Final EIR analysis.

The northern portion of the proposed transmission system for Alternative 4A included a combination of 230 kV and 69 kV lines. The described transmission lines originated at a Sacramento Municipal Utility District (SMUD) substation south of Elk Grove, just north of the Cosumnes River and just west of Hwy 99 (Figure 1). The proposed route included approximately 13.8 miles of 230 kV lines and 6.1 miles of 69kV with an estimated impact corridor width of 100 feet and, at each tower or pole, 100 feet on one side and 50 feet on the other side for construction laydown, trailers, and trucks. The CWF Final EIR conservatively assumed the entire proposed transmission line footprint would be new construction, thus reporting the maximum footprint estimates of proposed impacts to sensitive resources.

2.1. Description of Project Refinements

Following the System Impact Study and Facilities Study on the transmission infrastructure conducted by SMUD, Pacific Gas & Electric, and Western Area Power Authority, SMUD proposed an alternative transmission system and alignment for the project. It was determined that the tunnel boring machines could be powered using a 69 kV system rather than a 230kv system identified in the CWF EIR/S. Additionally, SMUD could build the system by modifying existing single 69 kV lines and 12 kV lines into dual circuit 69 kV lines with 12 kV under-build, maximizing the utilization of existing transmission corridors and poles. See Figure 2 for a conceptual design of the upgraded transmission poles.

The CWF Final EIR, for the northern CWF facilities, includes construction of additional transmission lines in new corridors from a SMUD substation near Highway 99 north of the Cosumnes River, running west to a new substation near Stone Lakes along Lambert Road; the transmission line then splits with one spur running south along the CWF tunnel alignment to a substation just north of Twin Cities Road in Sacramento County. The second spur runs north along the CWF tunnel alignment to CWF Intakes 5, 3 and 2, in that order (Figure 1).

The SMUD-proposed transmission line alignment eliminates almost all new transmission corridors and the need for an additional alignment. Instead, SMUD proposes an interconnect to the new Franklin substation being constructed as part of an existing planned upgrade, the Franklin Electric Transmission Project, in south Elk Grove near the junction of Hood-Franklin Road and Franklin Blvd (Figure 1). From here, existing transmission lines will be upgraded at the following locations:

- From the new Franklin Substation, south along Franklin Blvd for approximately 4 miles to Lambert Road, created through the reconstruction of an existing single circuit 69kV line, a double circuit 69kV line with 12 kV underbuild will take place.
- Turning west and following along Lambert Road for approximately 3 miles to the west edge of Stone Lakes, replacing an existing single circuit 69kV and 12kV line with a double 69kV line with 12kV underbuild.
- The transmission line divides with one line constructed south to a new CWF substation just south of Lambert Road, and then continuing south to the east edge of the CWF Intermediate Forebay. The new single 69kV circuit and 12kV underbuild will replace an existing 12kV line. Approximately 0.60 miles of new transmission line in a new corridor will be constructed.
- The second transmission line will be travel north to a substation on the east edge of the town of Hood. It will be a double circuit 69V line with 12kV underbuild, replacing a single circuit 69kV line with 12kV underbuild.
- From the Hood substation, a new single circuit 69kV line with 12kV underbuild will travel west in a new corridor for approximately ½ mile, where it will combine with and replace an existing 12kV line that runs north to Intakes 3 and 2. No line will be constructed to Intake 5.

Benefit to Project

Incorporating SMUD's alternative transmission system and alignment into the CWF Project will:

- reduce the amount of new transmission corridors by approximately 19 miles, and thereby reduce the amount of habitat affected by CWF by approximately 115 acres.
- use existing transmission line corridors (at the locations described above) substantially reducing the amount of ground disturbance, including the reduction of new access roads and other construction activities that would have been required under the transmission alignment analyzed in the CWF Final EIR.
- add flight diverters, to reduce risk of bird collisions, to the existing (upgraded) transmission lines (which they do not currently have), providing further benefits to bird species.

3. Environmental Analysis

Potential environmental impacts for the project refinements described above, specifically related to the removal of temporary transmission lines in the northern portion of the transmission line system, were considered for all resource areas evaluated in the CWF Final EIR. The following environmental resource areas have been eliminated from further analysis in this Addendum because little or no potential exist for these activities to have a physical effect on the specified resources based on the nature and scope of the refinements to the project description.

- Water Supply
- Surface Water
- Groundwater
- Water Quality
- Geology and Seismicity
- Fish and Aquatic
- Land Use
- Socioeconomics
- Cultural
- Transportation
- Minerals
- Paleontological
- Environmental Justice
- Climate Change

The following sections include analysis on resource areas which could be affected by the described project refinements but none of the conditions described in Section 15162 of the CEQA Guidelines calling for preparation of a subsequent EIR have occurred. The following environmental resource areas have received further analysis in this Addendum.

- Soils
- Terrestrial Biological
- Agricultural Resources
- Recreation
- Aesthetics and Visual Resources
- Public Health
- Growth Inducement and Other Indirect Effects
- Energy
- Public Services and Utilities
- Air Quality and Greenhouse Gases
- Noise
- Hazards

Soils

As described in Section 10.3.4.2 of the Final EIR, construction activities, including construction of transmission lines, may require vegetation removal and other soil disturbances which could result in accelerated erosion effects. However, as described in Section 10.3.1, Methods for Analysis, and Appendix 3B, Environmental Commitments, Avoidance and Minimization Measures (AMMs), and Conservation Measures (CMs), DWR

would be required to obtain coverage under the General Permit for Construction and Land Disturbance Activities, necessitating the preparation of a stormwater pollution prevention plan (SWPPP) and an erosion control plan. Many SWPPPs and erosion control plans are expected to be prepared for the CWF Project, with a given SWPPP and erosion control plan prepared for an individual component (e.g., one intake) or groups of component (e.g., all the intakes), depending on the manner in which the work is contracted. DWR would be responsible for preparing and implementing a SWPPP and erosion control plan as portions of the construction are contracted out and applications are made to the State Water Board for coverage under the General Permit. As a result, the Final EIR concluded this impact to be less than significant.

The project refinements described above would reduce the temporary transmission line corridor, which includes construction of new access roads and construction laydown for new lines, by approximately 19 linear miles; as a result, impacts to soil and potential erosions-related effects are expected to be reduced compared to those effects identified in the Final EIR analysis. Overall, the modified Project will not create new significant effects or increase the severity of a previously identified significant effect.

Terrestrial Biological

As described in Section 12.3.4.2 of the Final EIR, construction of the water conveyance facilities and associated features (e.g. transmission lines) will result in temporary and permanent impacts on natural communities and potential effects on terrestrial species residing in the Delta. The magnitude of impacts and species/habitat affected vary, depending on construction feature, location and duration of construction activities, and time of year. Due to specific project commitments, including mitigation measures, BMP's, and environmental commitments (see the Final EIR MMRP for more information), impacts under CWF Project EIR were determined to be less than significant.

The project refinements described above would reduce impacts to natural communities and species due to the overall reduction in the temporary transmission line footprint under the modified Project. As a result, the project modifications would further minimize potential impacts to natural communities by 115 acres, while also reducing potential impacts to terrestrial species (i.e. wildlife and plants) utilizing these natural communities. In addition, the reduction of roughly 19 linear miles of temporary transmission lines will reduce the risk of bird strike collisions compared to the CWF analysis described in the Final EIR, benefitting species like Greater Sandhill Crane. Installing bird strike diverters on existing and newly upgraded transmission lines are expected to further reduce bird strike risks, providing a net benefit to bird species in the existing transmission line corridor areas. Overall, the modified Project will not create new significant effects or increase the severity of a previously identified significant effect.

Agricultural Resources

As described in Section 14.3.4.2 of the Final EIR, construction activities associated with project implementation, including construction of transmission lines, would result in temporary and short-term and permanent conversion of Important Farmland and land subject to Williamson Act contracts or in Farmland Security Zones to nonagricultural uses. Implementation of the Disposal and reuse of RTM (described in Appendix 3B, Environmental Commitments, AMMs, and CMs), along with Mitigation Measure AG-1, would be available to reduce these effects, though impacts were still determined to be significant and unavoidable. See Chapter 14, Final EIR and the CEQA Findings of Fact and Statement of Overriding Considerations for more information.

The project refinements described above would reduce areal impacts agriculture due to the overall reduction in the temporary transmission line footprint under the modified project. As a result, the project modifications would reduce impacts to Delta agriculture compared to the impacts identified the Final EIR analysis; however, impacts will remain significant and unavoidable Overall, the modified Project will not create new significant effects or increase the severity of a previously identified significant effect.

Recreation

As described in Section 15.3.4.2 of the Final EIR, project construction activities, including construction of transmission lines, could result in impacts to recreation activities in the Delta, including noise and visual disturbances to visitors frequenting refuges, fishing access, and on-water recreation, among others. Specifically related to the temporary powerline corridor described in the Final EIR, 230 kV and 69 kV temporary transmission lines were proposed to be constructed to the west and south of the North Stone Lake Unit, and could cause noise and visual disturbances to visitors in the refuge for up to 1.5 years. Access to the refuge would be preserved, but because of the proximity of the alignment and associated construction work areas and borrow/spoil areas, there could be effects on wildlife viewing and environmental education opportunities within the Stone Lakes NWR. In addition, temporary power lines were proposed to be constructed near the Consumes River Preserve; however, there is no public access permitted within in this part of the reserve. Several mitigation measures were include included in the Final EIR to reduce the effects of construction activities on Delta recreation. However, due to the dispersed effects on the recreation experience across the Delta, it is not certain that mitigation would reduce the level of these impacts to less than significant in all instances. Therefore, as a whole, these impacts were considered significant and unavoidable. See Chapter 15, Final EIR and the CEQA Findings of Fact and Statement of Overriding Considerations for more information.

The project refinements described above would reduce impacts to recreation activities in the Delta due to the overall reduction in the temporary transmission line footprint under the modified project. Specifically, impacts to recreation attributable to noise and changes in visual character near the Stone Lakes NWS and Cosumnes River Preserve will be reduced, as temporary transmission lines near this location will no longer be required. As a result, the project modifications would reduce impacts to Delta recreation compared to the impacts identified in the Final EIR analysis; however, impacts will remain significant and unavoidable. Overall, the modified Project will not create new significant effects or increase the severity of a previously identified significant effect.

Aesthetics and Visual Resources

This analysis assumes that the existing 12 kV and 69 kV transmission lines are the same height and have similar pole spacing as the proposed 12 kV and 69 kV transmission lines, which would be installed consistent with existing conditions. As described in Section 3.6.1.6, *Power Supply and Grid Connections*, of the Final EIR, 12 kV service would be on 40–45 feet high wood poles that would be spaced 300 feet apart, on average, and result in a 2-foot diameter area of disturbance. The 69 kV service would be provided on 60 feet high wood or steel monopoles that would be spaced 450 feet apart, on average, and result in a 2-foot diameter area of disturbance for wood poles and 5–6-foot diameter for steel poles. The 230 kV service would be provided on 95–100 feet steel monopoles that would be spaced 750 feet apart, on average, and result in a 30 feet square area of disturbance. As described in Section 17.3.4.2 of the Final EIR, construction activities, including construction and placement of transmission lines, could alter the existing visual quality or character, impact visual resources resulting from damage to scenic resources that may be viewed from a state scenic highway, effect a scenic vista, or create new sources of daytime and nighttime light and glare, in the vicinity of project elements that can be viewed from local sensitive receptors and public viewing areas. The Final EIR describes construction of transmission lines as temporary. New temporary and permanent lines, as described in the Final EIR, were assumed to not run parallel to existing transmission corridors and would thereby introduce a transmission corridor into the landscape where none or few presently exist. This would create or add to the amount of visible transmission lines, based on location, and not be in keeping with the existing visual character. Once construction is complete, the Project would result in the placement of permanent structures. Because of the landscape sensitivity and visual dominance of these features, these changes would result in reduced scenic quality throughout the study area, alter existing visual quality or character, or effect scenic roadways or a scenic vista. Mitigation measures and environmental commitments were identified to reduce these impacts, such as locating new transmission lines; minimize the removal of trees and shrubs and pruning needed, where feasible; applying aesthetic design treatments and painting or powder coating transmission poles and towers to make

the structures recede into the visual landscape; and limiting construction to daylight hours within 0.5 mile of residents. While these measures would reduce some aspects of the impacts on visual resources identified in the Final EIR, mitigation would not reduce the level of the impacts to less-than-significant in all instances. Therefore, the impacts were determined to be significant and unavoidable. See Chapter 17, Final EIR and the CEQA Findings of Fact and Statement of Overriding Considerations for more information.

The project refinements described above would have similar, and in many instances fewer, impacts to those identified in the Final EIR and would reduce the placement of temporary transmission lines. North of the Intermediate Forebay there would be a reduction in the number of permanent transmission lines. For example, there would no longer be a 230 kV line from Intake 5 to the Intermediate Forebay and there would not be a substation located along the tunnel alignment for Intake 3, south of Hood. The new proposed substation would be located further east and south of Lambert Road and south of the Stone Lakes National Wildlife Refuge (Refuge). Because a substation would not be located along the tunnel alignment for Intake 3, the 69 kV lines would also not be needed from the old proposed substation to Intakes 3 and 5. Instead, the 69 kV line would start at the new proposed substation and then follow and replace existing 12 kV transmission alignments, for much of the length, until it reaches Intakes 2 and 3. Compared to the Final EIR, this would reduce the amount of utilities being introduced into views and scenic vistas for local viewers and as seen from SR 160, River Road, and CH E9, which are scenic roadways.

The new alignment would skirt western levee of the Refuge, along Snodgrass Slough. Replacing the 12 kV with 69 kV poles would result in a height increase of 15-20 feet for the transmission line. Although the transmission lines are not likely to be readily apparent, because they are so thin, the transmission poles could be visible from within the Refuge, a visually sensitive viewing location. Dense riparian vegetation growing along both sides of Snodgrass Slough would likely screen many views of the poles and not affect views from within the Refuge. However, the tops of the poles may be visible above the tree line where vegetation is lower growing and where gaps in vegetation exist. Where such views are present, it is likely that the existing transmission poles are currently visible but the proposed taller poles would be more visible and would slightly detract from skyline views available from within the Refuge. However, the 69 kV transmission poles may be either wood or steel. Wooden poles would likely not result in a noticeable change because the existing poles are wooden and the height increase would likely go unnoticed. Steel poles would stand out more in this landscape, especially with the height increase, therefore it is recommended that wooden poles be used. If steel poles need to be used, application of Mitigation Measure AES-1a (specified in the Final EIR) would ensure that the transmission poles are painted to recede into views, achieving the same effect as using wooden poles.

North of the Refuge and Hood Franklin Road, the refined 69 kV transmission line alignment would continue to follow Snodgrass Slough, skirting the eastern border of Hood, until it turns west and travels along the northern border of Hood. Compared to the Final EIR, this

would improve visual conditions in Hood because the proposed transmission line refinement would follow the existing transmission corridor and would not transect Hood between 6th and 8th Streets, interrupting views, like the alignment from the Final EIR. The refined 69 kV transmission line would continue to follow and replace existing 12 kV transmission alignments to Intakes 2 and 3, instead of installing new alignments, and reduce the amount of utilities being introduced into view from SR 160, River Road, and CH E9, compared to the Final EIR.

As described above, the refined project maximizes the use of existing transmission lines by way of upgrades rather than creating new corridors. In many instances, due to these project refinements, construction would occur within existing transmission corridors and would not introduce a new transmission corridor into the landscape. These refinements would act to slightly reduce impacts to the existing visual character and quality of views and scenic vistas. The refinements would also slightly reduce impacts to scenic roadways by slightly reducing the amount of new transmission lines visible from the scenic corridors. Changes to light and glare, compared to the Final EIR, would be nominal. Overall, the modified Project will not create new significant effects or increase the severity of previously identified significant effects related to the visual resource impacts identified in the Final EIR. However, impacts due to construction activities remain significant and unavoidable. See Chapter 17, Final EIR and the CEQA Findings of Fact and Statement of Overriding Considerations for more information.

Public Services and Utilities

As described in Section 20.3.4.2 of the Final EIR, construction activities, including construction of transmission lines, could disrupt utility services or require relocation of existing facilities. As identified in Chapter 20 of the Final EIR, construction could also result in damage to or disruption of overhead utilities when establishing electrical interconnection of the project to the electric grid. Temporary transmission lines would extend existing power infrastructure (transmission lines and substations) to construction areas. In some cases, disruption of infrastructure and facility operations would be avoided because facilities would cross either over or under the existing utilities. Because the relocation and potential disruption of utility infrastructure would be required, this impact was considered significant. Mitigation Measures were identified to reduce these impacts through measures that could avoid disruption of utility infrastructure. However, DWR could not assure that all the appropriate utility providers and local agencies would coordinate efforts on other construction projects to minimize disturbance to communities, therefore this impact was considered be significant and unavoidable. If such coordination with all appropriate utility providers and local agencies were successful the impact would

be less-than-significant. See Chapter 20, Final EIR and the CEQA Findings of Fact and Statement of Overriding Considerations for more information.

Section 20.3.4.2, of the Final EIR, also describes impacts on public services and utilities as a result of operations and maintenance of the CWF Project related to the placement of permanent transmission lines. This impact was considered less than significant and no mitigation was required.

The project refinements described above would have similar, if not fewer, impacts to those identified in the Final EIR and would reduce the placement of temporary transmission lines. The transmission line placement described for the modified project would occur in the same general location as previously analyzed in the Final EIR. However, as described in the Description of Project Refinements section above, certain temporary transmission lines identified in the Final EIR would no longer be constructed, further reducing the impacts to public services and utilities. Overall, the modified Project will not create new significant effects or increase the severity of a previously identified significant effect to public services and utilities. Impacts will remain significant and unavoidable, as indicated in the Final EIR.

Energy

As described in Section 21.3 of the Final EIR, effects on energy production and use have been evaluated for the existing CVP and SWP facilities, as well as the proposed conveyance and pumping facilities. The existing transmission lines, switching stations, and substations have been designed and constructed to accommodate the normal seasonal patterns of energy generation at the CVP and SWP hydropower facilities and the electrical energy uses at water supply pumping plants. DWR has coordinated with the three utilities to conduct system impact studies and associated affected systems studies to assess the impact, if any, on the electrical grid both in the California Independent System Operator and neighboring balancing area authorities. Impacts on the grid would be mitigated pursuant to this technical assessment such proposed electrical facilities would result in no impacts on the grid or neighboring affected systems. Because the additional energy requirements for the proposed water conveyance facilities are moderate relative to the normal seasonal energy transmission capacity, there would not be any impacts on electrical grid capacity or electrical grid reliability associated with the increased energy uses for the CWF Project EIR.

Overall, the modified Project will not create new impacts on the electrical grid capacity or electrical grid reliability associated with increased energy use of the modified project, consistent with the findings in the assessment described above.

Air Quality and Greenhouse Gases

As described in Section 22.3.4.2 of the Final EIR, construction activities, including construction of transmission lines, would generate emissions of ozone precursors (ROG and NOX), CO, PM10, PM2.5, and SO2. Table 22-99, of the Final EIR, summarizes criteria pollutant emissions that would be generated by construction and operation of the conveyance facilities, including transmission line construction. Emissions estimates include implementation of environmental commitments (see Appendix 3B, Environmental Commitments, AMMs, and CMs). Exposure of sensitive receptors to health hazards from localized particulate matter, in excess of concentration thresholds, was analyzed. The exceedances would be temporary and occur intermittently due to soil disturbance. These impacts were determined to be less than significant with implementation of several environmental commitments and mitigation measures to reduce construction-related particulate matter (see Appendix 3B, of the Final EIR).

The project refinements described above would have similar, if not less, impacts to those identified in the Final EIR and would reduce the placement of temporary transmission lines. The transmission line placement described for the modified project would occur in the same general location (within SMAQMD jurisdiction in Sacramento County) as previously analyzed in the Final EIR. In addition, upgrading existing transmission lines, as opposed to construction of new transmission lines, could reduce potential impacts to air quality due to less construction activities (e.g. less construction equipment required) and a reduction in construction time (e.g. new access road will no longer be needed). Overall, the modified Project will not create new significant effects or increase the severity of a previously identified significant effects within the air quality resources section. With implementation of environmental commitments and mitigation measures, impacts will remain less than significant, consistent with the Final EIR.

Noise

As described in Section 23.3.4.2 of the Final EIR, implementation of CWF Project could affect noise-sensitive land uses due to construction of transmission lines. Potential reasonable worst-case equipment noise levels from construction of the power transmission lines were evaluated by combining the noise levels of the three loudest pieces of equipment that would likely operate at the same time (an excavator, a truck and a drill rig for driving micropiles for construction of towers). While there would be risk of increased noise levels, compared to the conveyance and associated components, the duration of construction of transmission lines would be shorter-term. Noise impacts would be intermittent and temporary, and would cease once construction work is complete. As part of the project, DWR would implement the noise abatement plan as outlined in Appendix 3B, Environmental Commitments, AMMs, and CMs, Final EIR. Mitigation Measures would

further reduce noise impacts on sensitive land uses. Although implementation of these measures would reduce the impact, it is not anticipated that feasible measures would be available in all situations to reduce construction noise to levels below the applicable thresholds. Therefore, this impact was determined to be significant and unavoidable. See Chapter 23, Final EIR and the CEQA Findings of Fact and Statement of Overriding Considerations for more information.

The project refinements described above would modify the temporary transmission line footprint under the modified project. These project modifications, consistent to the noise impacts analyzed in the CWF Final EIR, may potentially result in temporary construction noise-related impacts along the upgraded transmission line segments described above; however, noise-related impacts compared to the temporary transmission line corridor described in the Final EIR will be reduced. Overall, the modified Project will not create new significant effects or increase the severity of a previously identified significant effect.

Hazards

As described in Section 24.3.4.2 of the Final EIR, construction activities, including construction of transmission lines, have the potential for direct impacts on construction personnel, the public and/or the environment associated with a variety of hazardous physical conditions. Many of these physical hazardous conditions were proposed to occur in close proximity to the towns of Hood and Courtland during construction of the north Delta intakes. This is particularly true for the town of Hood because a temporary 69-kV transmission line was proposed to be constructed around the town of Hood. In the Final EIR, these potential impacts were considered significant. However, with implementation of identified environmental commitments and mitigation measures, the impacts would be reduced to a less-than-significant level.

Section 24.3.4.2, of the Final EIR, also describes impacts associated with construction of a proposed 230-kV transmission line. Because construction of the proposed 230-kV transmission line would require the use of helicopters during the stringing phase, the safety of air traffic arriving or departing from nearby airports could be compromised during construction of the proposed transmission lines. However, this potential effect was determined to be less-than-significant because, as part of an environmental commitment pursuant to the State Aeronautics Act, DWR would coordinate with Caltrans' Division of Aeronautics to eliminate any potential conflicts prior to initiating construction and comply with its recommendations based on its investigations and compliance with the recommendations of the OE/AAA (for Byron and Franklin Field Airports).

The project refinements described above would have similar, if not fewer, impacts to those identified in the Final EIR and would reduce the placement of transmission lines. For

instance, the construction of the proposed 230-kV temporary transmission line (running east on Lambert Road towards south Elk Grove) would not be constructed under the modified Project. Overall, the modified Project will not create new significant effects or increase the severity of a previously identified significant effect. With implementation of environmental commitments and mitigation measures, impacts will remain less than significant, consistent with the Final EIR.

Public Health

Section 25.3.4.2 of the Final EIR analyzes potential effects of increased electromagnetic field (EMF) exposure to sensitive receptors due to construction of permanent and temporary transmission lines under the CWF Project. That analysis identified four potential sensitive receptors (Stone Lakes NWR, Courtland Fire Station 92, Cosumnes River Ecological Reserve, and Clifton Court Forebay) not currently within 300 feet of an existing transmission line; the majority of sensitive receptors are already located within 300 feet of an existing 69 kV or 230 kV line. Accordingly, new temporary or new permanent transmission lines proposed in the Final EIR would not expose substantially more potential sensitive receptors or substantially more people to EMFs than they are not already experiencing. Stone Lakes NWR and Cosumnes River Ecological Reserve would be within 300 feet of a proposed temporary 230 kV transmission line and Clifton Court Forebay would be within 300 feet of a proposed permanent 230 kV transmission line and a 230 kV/34.5 kV (underbuild) transmission line. Visitors to these areas generally come for walks, water recreation, fishing and hunting, and as such, it is unlikely that large groups of people would be staying in the area within 300 feet of this proposed transmission line, so any EMF exposure would be limited. Courtland Fire Station 92 would be within 300 feet of a proposed temporary 69 kV transmission line. These temporary transmission lines were proposed to be removed following completion of construction of the water conveyance facility features near this area so there would be no potential permanent effects. CPUC's EMF design guidelines would be implemented for any new temporary or new permanent transmission lines constructed and operated under Alternative 4A. As a result, impacts were determined to be less than significant.

The project refinements described above would reduce the temporary transmission line footprint under the modified project. As a result, the project modifications would further reduce the potential of increased EMF exposure to sensitive receptors, particularly near Stone Lakes NWR and Cosumnes River Ecological Reserve, where new temporary transmission lines will no longer be needed. Given this impact is already less than significant in the Final EIR and the project refinements will only further reduce potential effects, the modified Project will not create new significant effects or increase the severity of a previously identified significant effect.

4. Growth Inducement and Other Indirect Effects

In general, an action would be considered growth-inducing if it caused or contributed to economic or population growth. Growth-inducing actions result in more economic or population growth than would have occurred otherwise from other factors. Thus, a growth-inducing action would promote or encourage growth beyond that which could be attributed to other factors known to have a significant relationship to economic or population growth. Although a project may have growth inducing potential, it may not result in growth. Each municipality or county controls growth at the local level through land use policies in each jurisdiction. Decision-makers alone are able to transform growth-inducing potential or pressure, created by economic or social conditions, into actual growth.

The modified Project will not result in growth inducement or cause related indirect effects. The increase in electrical system capacity for the upgraded lines will only be used for CWF construction and operations, and any upgraded lines that are no longer needed for project purposes will be decommissioned. In the event the upgraded lines are not decommissioned (i.e., lines no longer needed for project construction), additional CEQA analysis will be conducted. Overall, the project refinements described above will not induce growth or cause any related indirect effects.

5. Cumulative Effects

Under CEQA, Cumulative Impacts are defined as two or more individual effects on environmental resources, that when considered together, are considerable or compound or increase other environmental impacts. (CEQA Guidelines Section 15355.) Cumulative Impacts consist of impacts which are created as a result of the combination of the Project with other projects that would cause related impacts (CEQA Guidelines Section 15130, subdivision (a)(1).) The focus under CEQA Cumulative Impacts is on whether the Project's incremental contribution to any significant cumulative impact is cumulatively considerable and thus significant in and of itself. (CEQA Guidelines Section 15065(a)(3).) The related past, present, and reasonably foreseeable probable future projects and programs to be considered in the Cumulative Impacts generally (though not always) are not components of, or outgrowths from, the individual identified projects or programs. Rather, the identified projects and programs are usually separate and distinct, often with different lead entities that may cause impacts similar to, or related to, those of the Project or alternatives. See Attachment 3D-A of the Final EIR for a description of programs, projects, and policies considered in the cumulative impact analyses.

The previous environmental analysis evaluates specific resource areas that could be affected by the project changes relative to the Final EIR environmental analysis. Overall, these analyses indicate potential effects will generally be similar or less, and impact determinations described in the Final EIR will remain the same in this Addendum. Because effects will be similar or less, the project's incremental contribution to any cumulative effect will not increase relative to the Final EIR analyses. Thus, the project modifications do not change the cumulative analysis conclusions described in the Final EIR.

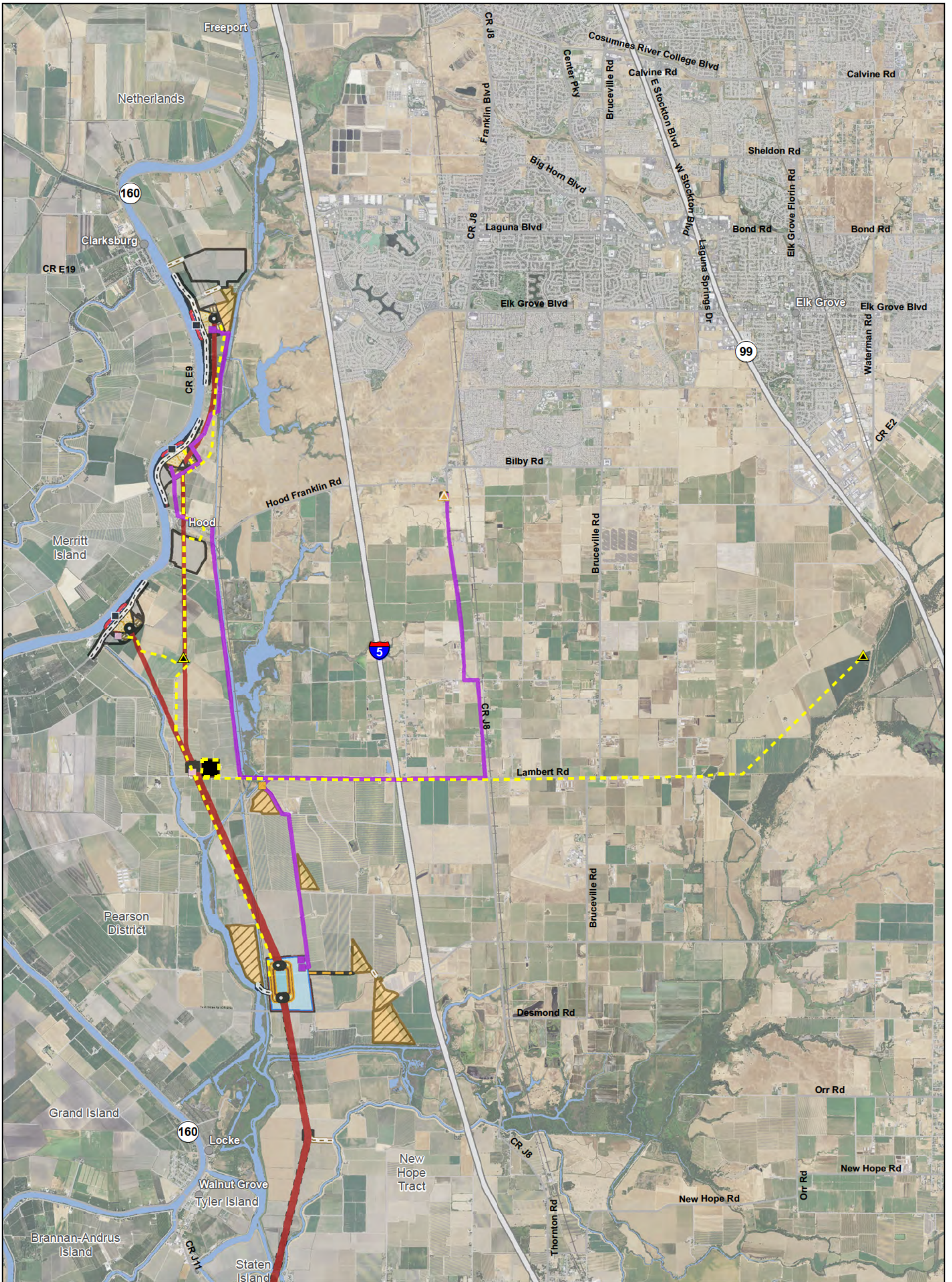
6. Conclusions/Summary of Findings

As described in Section 3, resource areas were assessed to determine if the Project modifications would create new impacts or increase the severity of a previously identified impact in the Final EIR. Due to the overall reduction in the transmission line corridor footprint under the modified Project, impacts will generally be reduced compared to those described in the Final EIR resource analyses. In addition, the modified Project will provide benefits, such as reducing potential impacts to sensitive species like Greater Sandhill Crane and installing bird strike diverters on existing transmission lines that will be upgraded as part of the modified Project. Overall, the modified Project will not create new significant effects or increase the severity of a previously identified significant effect.

7. Citations

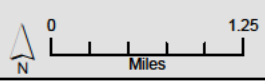
SMUD. 2016. *SMUD Franklin Electric Transmission Project - Draft Initial Study and Mitigated Negative Declaration*. April 2016. Available: <https://www.smud.org/assets/documents/pdf/Franklin-Electric-Transmission-Project-draft-ISMND.pdf>. Accessed: December 6, 2017.

Figure 1



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<p>New Proposed Alignment</p> <ul style="list-style-type: none"> ▲ Interconnection ■ Capacitor Bank Substation ■ Substation ■ Local Tap — Transmission Alignment <p>Alignment Proposed in Final EIR</p> <ul style="list-style-type: none"> ▲ Interconnection ■ Substation — Transmission Alignment 	<p>Engineering Features</p> <ul style="list-style-type: none"> ■ Intake ▲ Junction Structure ● Main Construction Shaft ■ Ventilation/Access Shaft — Permanent Access Road — Temporary Access Road — Tunnel 	<ul style="list-style-type: none"> ■ Electrical Substation ■ Facility Access Road ■ Facility Grounds ■ Fill Pad ■ Forebay 	<ul style="list-style-type: none"> ■ Forebay Embankment ■ Forebay Overflow ■ Overflow Containment Berm ■ Sediment Basin ■ Solids Lagoon — Permanent Subsurface Impact ■ Permanent Surface Impact 	<ul style="list-style-type: none"> ■ Temporary Surface Impact ■ Reusable Tunnel Material Area ■ Barge Unloading Facility ■ Safe Haven Work Area ■ Fuel Station ■ Concrete Batch Plant
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Sources: Diversion Facilities Delta Vision 2012; DWR DCE Engineering CCO (rev 5b); NAIP 2014

Figure 2

