Lambert Substation Project MND Addendum

Lambert Substation • February 2020

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MND Addendum

Lambert Substation Project • February 2020

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1.0 Introduction

The Sacramento Municipal Utility District (SMUD) proposes to construct and operate a new 12.5 megavolt-ampere (MVA) substation and associated electrical sub-transmission and distribution infrastructure in southwestern Sacramento County at the northwest corner of the Lambert Road and Franklin Boulevard intersection as proposed in the Lambert Substation Project Initial Study and Mitigated Negative Declaration (IS/MND).

1.1 Background and Action Triggering the Addendum

In July 2019, SMUD adopted a Mitigated Negative Declaration that was prepared to evaluate impacts of the SMUD Lambert Substation Project pursuant to the California Environmental Quality Act (CEQA). Since the adoption of the 2019 IS/MND and approval of the project, SMUD has refined the design of the substation, increasing the amount of soil to be excavated and the amount of imported fill, resulting in an associated increase in the number of truckloads required to off-haul the excavated soil and deliver imported fill. This minor project modification, described in more detail in Section 1.4, requires additional environmental review under CEQA to determine whether the revised project would result in significant new or substantially more severe environmental impacts.

1.2 Previous Environmental Analysis

The prior environmental process for the SMUD Lambert Substation Project involved the preparation of the following document that is relevant to the consideration of the Project. Information gathered and analyzed in this document may, in some cases become incorporated by reference or otherwise included in the analysis contained in this Addendum:

- IS/MND for the SMUD Lambert Substation Project. Adopted August 15, 2019.

1.3 CEQA Guidelines Regarding Preparation of an Addendum to a Mitigated Negative Declaration

Minor alterations to conditions, changes, or additions to the description of a project that occur after adoption of a negative declaration may require additional analysis under CEQA. The CEQA Guidelines describe two mechanisms to address the appropriate level of environmental analysis required to address project changes. These include a Subsequent Negative Declaration, and an Addendum to a Negative Declaration. Per Section 15162 of the CEQA Guidelines, when a negative declaration is adopted for a project, no subsequent EIR or Negative Declaration shall be prepared for that project unless the lead agency determines on the basis of substantial evidence in the light of the whole record one or more of the following:

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 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 or 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 measures or alternatives; 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.

An Addendum is appropriate where a negative declaration has been adopted and minor technical changes or additions to the project are proposed, but none of the changes or revisions would result in significant new or substantially more severe environmental impacts, consistent with Public Resources Code (PRC) Section 21166 and State CEQA Guidelines Sections 15162, 15163, 15164, and 15168.

1.4 Minor Project Modification

The proposed substation and distribution power lines were summarily included in the SMUD Lambert IS/MND (2019) analysis. In the 2019 IS/MND, the analysis considered that the Project would excavate approximately 1,700 cubic yards of soil (requiring 125 truckloads) to remove the top 12 inches of native soil and would backfill with 7,000 cubic yards (500 truckloads) of imported fill. The revised Project would increase the volume of soil to be removed by 800 cubic yards resulting in 2,500 cubic yards to be removed. The

revised Project also would increase the amount of imported fill by 300 cubic yards resulting in 7,300 cubic yards of imported soil. These increases in soil removed and imported to the site would result in approximately 57 additional truckloads for off-haul of soil and 21 additional truckloads for imported fill. Additionally, construction of the modified Project is scheduled to begin in early to mid-April 2020 rather than March 2020. To the extent reasonable, impacts are assessed and carried through from the prior analysis and applied to the Project. However, in some cases additional site-specific analysis for the additional site is required in order to appropriately assess whether the Project would impact a given resource area. More detail and the analysis is provided in the resource discussion of the environmental checklist, Section 3.

The purpose of this Addendum is to evaluate the environmental effects of the design modification and determine whether the Project, as modified, would result in any new or substantially greater impacts or require any new mitigation measures not identified in the previously adopted 2019 IS/MND.

Based on the analysis and information provided in this Addendum, the Project modification would not result in any new significant environmental impacts beyond those identified and previously analyzed in the 2019 IS/MND. No changes have occurred with respect to project circumstances that would cause significant environmental impacts, and no new information has become available that shows that the Project would cause new significant environmental impacts. No new significant impacts have been identified, and the severity of previously identified impacts would not be substantially greater than those presented in the 2019 IS/MND. Therefore, the analyses conducted and the conclusions reached in the IS/MND adopted in 2019 remain valid and no supplemental environmental review is required beyond this Addendum.

1.5 Explanation of Environmental Checklist Resource Evaluation Categories

The environmental analysis presented in Section 3 uses a table to identify where issues were previously addressed in the 2019 IS/MND.

1.5.1 Significance Determination in MND

This column lists the significance determination for the resource category as addressed in the Lambert Substation IS/MND. The applicable categories are (listed here in descending order of impact level): Less than Significant with Mitigation (LSM), Less than Significant (LTS), and No Impact (NI).

1.5.2 Any New Circumstances Involving New or More Severe Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether there have been changes to the project site or the vicinity (environmental setting) that have occurred subsequent to the adoption of the previous IS/MND that would result in

new significant impacts that were not considered or mitigated by that IS/MND or that substantially increase the severity of a previously identified significant impact.

1.5.3 Any New Information of Substantial Importance?

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether there is 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 IS/MND was adopted. New information of substantial importance includes: (1) one or more significant effects not discussed in the previous IS/MND, (2) significant effects previously examined that are substantially more severe than shown in the previous IS/MND, (3) 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 (4) mitigation measures or alternatives that are considerably different from those analyzed in the previous IS/MND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. If additional analysis is conducted and no new information of substantial importance is identified, no new or additional mitigation is necessary. If the additional analysis indicates new information of substantial importance, no additional environmental documentation is needed if it is found that a new or modified mitigation would (1) eliminate a new significant impact, or (2) reduce the increase in severity to less than substantial.

2.0 Project Description

2.1 Project Overview

The following Project Description provides additional details clarifying the electrical substation, sub-transmission and distribution components analyzed in the Lambert Substation IS/MND.

SMUD is proposing to construct and operate a new 12.5 megavolt-ampere (MVA) substation (Lambert Substation, or "Project") in southwestern Sacramento County at the northwest corner of Lambert Road and Franklin Boulevard. The Project would replace the current Lambert Substation (located approximately 750 feet north of the Project site), which has aging infrastructure and will not allow for expansion of the electrical load capacity necessary to serve future growth in the area. The new substation would consist of a single 12.5MVA transformer and associated substation equipment. The Project would include one 69kV overhead line and two 12kV underground and/or overhead lines that would connect the proposed substation to an existing 12/69kV line that runs along the east side of Franklin Boulevard and a 12kV line on the north side of Lambert Road. The existing substation would be decommissioned following the energization of the proposed substation at a later date.

2.2 Project Components

2.2.1 Proposed Lambert Substation

One unmanned 12.5MVA transformer and associated substation equipment substations would be constructed 131 feet west of the existing Franklin Boulevard right-of-way and 80 feet west of the future Franklin Boulevard right-of-way. The substation would include the following:

- 111-foot by 103-foot substation pad;
- A temporary construction easement would extend 10 feet outside the property boundary along the north and west sides of the Project site;
- An approximately 100 feet by 150 feet laydown area located directly north of the Project site;
- One 69kV overhead line and two 12kV underground and/or overhead lines to connect the substation to an existing 12/69kV line on the east side of Franklin Boulevard and a 12kV line on the north side of Lambert Road;
- Capacitors;
- Switch poles;

- Switchgears circuit breakers, switches, and other electrical equipment;
- Perimeter chain link fence; and
- 40-foot wide by150-foot long paved access road.

2.3 Construction

2.3.1 Substation

As analyzed in the IS/MND, the Project would excavate approximately 1,700 cubic yards (cy) of soil (requiring 125 truckloads) to remove the top 12 inches of native soil and would backfill with 7,000 cy (500 truckloads) of imported fill to construct a 5-foot high raised substation pad and access road. The revised Project would increase the volume of soil to be removed by 800 cy to 2,500 cy, and would increase the volume of imported fill by 300 cy to 7,300 cy. This would result in approximately 57 additional truckloads for off-haul and 21 additional truckloads for imported fill. The excavated soil would be tested for contamination and off-hauled to the appropriate landfill site. SMUD would identify and procure clean, fill material, which would likely be trucked from local aggregate operations. Construction also would include erecting a perimeter chain link fence, installing site drainage, installing electrical conduits, grounding and reinforced concrete foundations, and assembling the power transformer, switchgear circuit breakers, switches, and other electrical equipment. Construction would require excavating trenches to the edge of the substation footprint for the new underground 12kV distribution line heading east and installing the new steel pole for the overhead 69kV subtransmission line.

A laydown area of approximately 100 feet by 150 feet would be located just north of the substation location; it would be used for construction staging, including equipment and materials storage. Construction equipment, delivery trucks, and workers would enter the construction site via the new service road from Franklin Boulevard. Once the proposed substation is operational, the existing substation would be de-energized and materials would be recycled where possible. Decommissioning would involve soil sampling and analysis, electrical and demolition, fence removal, site grading, and hydroseeding.

2.3.2 Sub-transmission and Distribution

Installing the new substation tap pole for the 69kV subtransmission line and riser pole for the 12kV distribution line would require a truck-mounted auger. Construction of the underground 12kV distribution line would require horizontal directional drilling. Additionally, a 12kV line getaway would begin underground.

No road closures are anticipated during construction of the substation. However, traffic control may be necessary for brief single lane or double lane closures during portions of the overhead line installation and for the safety of crews working adjacent to the traveled lanes. Flagging and signs would be utilized to direct traffic.

2.4 Timeline

As described in the 2019 IS/MND, SMUD anticipates the overall construction duration to be approximately 10 months. Unlike the March 2020 start date analyzed in the 2019 IS/MND, construction is now planned to begin in early to mid-April 2020. **Table PD-1** summarizes the construction schedule. The decommissioning table and anticipated staffing and construction equipment remain unchanged from the 2019 IS/MND.

TABLE PD-1
ESTIMATED CONSTRUCTION SCHEDULE

Activity	Approximate Duration
Clearing, site preparation, service road construction, fencing	2 weeks
Substation construction	2.5 months civil and 2.5 months electrical
Overhead construction of the 69kV subtransmission line from substation to existing 69kV line along Franklin Boulevard	4 months (concurrent with underground)
Underground construction of the12kV distribution line from substation to existing 12kV line along Franklin Boulevard	4 months (concurrent with overhead)
Overhead or underground construction of the 12kV distribution line from substation to existing 12kV line along Lambert Road	4 months (concurrent with overhead)
Substation energization	January 2021

2.5 Required Discretionary Actions

2.5.1 Lead Agency

Sacramento Municipal Utility District

2.5.2 Responsible Agencies

Federal Permits

- None required.

State Permits

- Regional Water Quality Control Board: Construction General Permit (SWPPP)
- California Department of Fish and Wildlife: The Project may require a Lake and Streambed Alteration Agreement (LSAA; Fish and Game Code Section 1602) if the proposed 12kV distribution line is constructed underneath RD 1002 instead of overhead.

Local Permits

- SMUD: The Board of Directors must approve the Initial Study and adopt a Mitigated Negative Declaration, prior to approving the Project. The Board of Directors also must adopt the Mitigation Monitoring and Reporting Program that incorporates the mitigation measures identified in this document.

3.0 Environmental Impact Analysis

Pursuant to CEQA Guidelines Sections 15162 and 15164, this comparative analysis provides SMUD with a factual basis to evaluate whether changes in the project, changes in circumstances, or significant new information (subsequent to adoption of the 2019 IS/MND) would require recirculation or further environmental review.

This Addendum evaluates the environmental effects of the revised construction activities to verify whether the Project would result in any new or substantially greater impacts or require any new mitigation measures not identified in the adopted IS/MND.

3.1 Aesthetics

Environmental Issue Area	Significance determination in 2019 Lambert Substation IS/MND	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Aesthetics. Would the project:			
1. Have a substantial adverse effect on a scenic vista?	LTS	No	No
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	NI	No	No
3. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	LTS	No	No
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	LTS	No	No

Discussion

No substantial changes in the environmental and regulatory settings related to aesthetics and visual resources, as described in the 2019 Lambert Substation IS/MND, Chapter 3, have occurred since the adoption of the IS/MND in 2019. The 2019 IS/MND determined that the Lambert Substation Project would have a less than significant impact on scenic vistas. The modifications to the Project would not make the Project more visible from scenic vistas and would not introduce a visual change that would result in more severe impacts beyond what was previously analyzed. Therefore, the findings of the adopted IS/MND remain valid and no further analysis is required.

The 2019 IS/MND determined that the Project would have no impact on scenic resources. The Project modifications would not make the Project more visible from a state scenic highway and would not result in any impacts to trees, rock outcroppings, or historic building. Therefore, the Project would not result in a visual change that would result in greater impacts to scenic resources than were previously analyzed. The findings of the adopted IS/MND remain valid and no further analysis is required.

The 2019 IS/MND found that the Project would have a less than significant impact on existing visual character and public views. As described in Section 3.17, Transportation, the Project modifications would result in an increase of approximately one truck trip per day and would increase the amount of excavated soil and imported fill. This modification would result in a negligible increase in the visual contrast introduced by the Project but would not result in greater impacts to scenic resources than were previously analyzed. Therefore, the findings of the adopted IS/MND remain valid and no further analysis is required.

The 2019 IS/MND determined that the Project would have a less than significant impact with respect to new sources of light and glare. The Project modifications would not add any additional lighting, fencing, or other reflective components. Therefore, the Project modifications would not result in any change that would increase the amount of glare or lighting. Therefore, the findings of the adopted IS/MND remain valid and no further analysis is required.

3.2 Agriculture and Forestry Resources

Environmental Issue Area	Significance Determination in the 2019 Lambert Substation IS/MND	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Agriculture and Forestry Resources. Would the project:			
1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural uses?	LS	No	No
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	LS	No	No
3. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	NI	No	No
4. Result in the loss of forest land or conversion of forest land to non-forest use?	NI	No	No
5. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	LSM	No	No

As discussed in the 2019 IS/MND, the Project would result in a less than significant impact with regard to the conversion of designated farmland to non-agricultural uses. The modified Project would not result in any additional changes to land use or conversion of agricultural land. Therefore, the Project would not result in more severe impacts to farmland conversion beyond what was previously analyzed. The findings of the adopted IS/MND remain valid and no further analysis is required.

The Project would result in a less than significant impact with regard to Williamson Act contracts and zoning for agricultural use. The modified Project would not result in any additional changes to zoning or Williamson Act contracts. Therefore, the Project would not result in more severe impacts beyond what was previously analyzed. The findings of the adopted IS/MND remain valid and no further analysis is required.

As described in the 2019 IS/MND, the Project site would not be located in an area zoned for forest land, and would result in no impact. The Project modifications would not result in any changes that would impact forest land and would not result in more severe impacts to forest land beyond what was previously analyzed. Therefore, the findings of the adopted IS/MND remain valid and no further analysis is required.

The 2019 IS/MND determined that the Project would temporarily interfere with adjacent agricultural operations due to the presence of construction equipment. The 2019 IS/MND determined that the implementation of **Mitigation Measure AG-1** (Establish Agreement and Coordinate Construction Activities with Agricultural Landowners), would reduce impacts to Farmland to less than significant with mitigation. The additional truck trips and increased amount of excavated soil and imported fill associated with the modifications would result in a negligible increase in the presence of construction equipment. Additionally, these changes would be mitigated by Mitigation Measure AG-1. Therefore, the Project would not result in more severe impacts to agriculture. The findings in the adopted IS/MND remain valid and no further analysis is required.

3.3 Air Quality

Environmental Issue Area	Significance determination in the 2019 Lambert Substation IS/MND	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Air Quality. Would the project:			
1. Conflict with or obstruct implementation of the applicable air quality plan?	LTS	No	No
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?	LSM	No	Yes
3. Expose sensitive receptors to substantial pollutant concentrations?	LTS	No	No
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	LTS	No	No

Discussion

This section relies, in part, on the air quality analysis and mitigation measure included in the 2019 Lambert Substation IS/MND analysis, as the modified Project is substantially the same as the approved Project, with the exception of a small increase in construction-related haul truck trips and off-road equipment activities, and a slightly revised construction schedule. There is no change in proposed operations associated with the modified Project; therefore, this analysis appropriately focuses only on construction-related impacts.

No new applicable air quality plans have been issued by the SMAQMD beyond those addressed in the adopted 2019 IS/MND. The 2019 IS/MND found that there would be no employment, housing units, or population generated by the Project, and other than trips associated with maintenance and operation, the Project would not increase daily vehicle miles travelled (VMT). The modified Project would result in no change with respect to maintenance and operation, and would not present any additional impacts with respect to a conflict with or obstruction of implementation of the applicable air quality plan beyond

what was previously identified in the adopted IS/MND. The findings of the adopted IS/MND remain valid, and no additional analysis is required.

As described in the 2019 IS/MND, the approved Project's net increase in criteria pollutants and criteria pollutant precursors during construction would not be cumulatively considerable due to implementation of Applicable SMAQMD Basic Construction Emission Control Practices (see **Mitigation Measure AQ-1**). The modified Project would require an additional 156 one-way truck trips during the site preparation phase to deliver additional fill to the site and export additional cut material from the site. To accommodate the additional trips, it is assumed that the site preparation phase of the modified project would also require an additional hour (i.e., from 8 to 9 hours) of daily activity for the following pieces of off-road construction equipment that would be associated with cut and fill activities: off-highway truck; dozer; loader, and backhoe.

Emissions that would be associated with the modified Project have been estimated using the CalEEMod version 2016.3.2 emissions model, and are presented below in **Table 1**. As described in the table, the modified Project would result in a small increase in air pollutant emissions; however, the emissions would continue to be reduced to less-than-significant levels with implementation of Mitigation Measure AQ-1.

TABLE 1
EMISSIONS ESTIMATES, MODIFIED PROJECT CONSTRUCTION AND DECOMMISSIONING[1]

Construction Year	NO_X (ppd)	PM_{10} (ppd)	$PM_{2.5}$ (ppd)	PM_{10} (tpy)	$PM_{2.5}$ (tpy)
Modified Project Maximum Daily Emissions	62	3	3	< 1	< 1
Approved Project Maximum Daily Emissions	**67**	**3**	**3**	**< 1**	**< 1**
SMAQMD Thresholds[2]	85	0/80	0/82	0/14.6	0/15
Significant (Yes or No)?	**No**	**Yes**	**Yes**	**Yes**	**Yes**
Significance with Mitigation Measure AQ-1	**No**	**No**	**No**	**No**	**No**

NOTES:
1. Project construction and decommissioning emissions estimates were made using CalEEMod version 2016.3.2. See Appendix A for model outputs and more detailed assumptions.
3. SMAQMD has established a zero emissions threshold for PM_{10} and $PM_{2.5}$ when projects do not implement their Best Management Practices (BMP).

ABBREVIATIONS:
SMAQMD = Sacramento Metropolitan Air Quality Management District
NO_X = nitrogen oxides
PM_{10} = particulate matter 10 microns or less in diameter
$PM_{2.5}$ = particulate matter 2.5 microns or less in diameter
ppd = pounds per day
tpy = tons per year

SOURCE: 2019 Lambert Substation IS/MND Table AQ-4 and Appendix A.

Although the modified Project would increase criteria air pollutants and their precursors beyond the levels disclosed in the adopted IS/MND, with implementation of mitigation, construction of the modified Project would not result in emissions that would exceed the

SMAQMD's quantitative thresholds for ozone precursors or particulate matter. Therefore, the cumulative impact would continue to be mitigated to less than significant and no additional impacts would occur beyond those previously identified in the adopted IS/MND.

As disclosed in the adopted IS/MND, construction activities associated with the approved Project would take place over a period of 10 months and decommissioning of the existing substation would occur over a period of 4 months (weather permitting). The maximum daily emissions of PM10 and PM2.5 associated with the construction of the approved Project were disclosed to be less than 3 pounds per day. Implementation of the modified Project would result in a small increase in on-site construction emissions; however, as shown above in Table 1 and in Appendix A, PM10 and PM2.5 emissions would continue to be less than 3 pounds per day. Temporary exposure to these emission levels at the closest residence during construction (residence is located approximately 530 feet north of the Project site) and during decommissioning activities (residence is located approximately 100 feet from the existing substation) is not likely to lead to a significant impact from exposure to toxic air contaminants (TACs). As such, the modified Project would not expose sensitive receptors to substantial pollutant concentrations beyond those disclosed in the adopted IS/MND. Therefore, the findings of the adopted IS/MND remain valid and no further analysis is required.

The adopted IS/MND found that construction of the Project would result in odors associated with diesel equipment, which could result in the creation of objectionable odors that would dissipate rapidly with increasing distance from the source, and would not expose a substantial number of people to frequent odorous emissions. The impact associated with the approved Project was found to be less than significant. Given that the increase in on-site air pollutant-generating activities associated with the modified Project would be minor, the modified Project would not expose sensitive receptors to substantial additional objectionable odors beyond those disclosed in the adopted IS/MND. Therefore, the findings of the adopted IS/MND remain valid and no further analysis is required.

3.4 Biological Resources

Environmental Issue Area	Significance Determination in the 2019 Lambert Substation IS/MND	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Biological Resources. Would the project:			
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 Game or U.S. Fish and Wildlife Service?	LSM	No	No
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	NI	No	No
3. Have a substantial adverse effect on state or federally-protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means?	LSM	No	No
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory corridors, or impede the use of native wildlife nursery sites?	NI	No	No
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	NI	No	No

Environmental Issue Area	Significance Determination in the 2019 Lambert Substation IS/MND	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Biological Resources. Would the project:			
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	NI	No	No

Discussion

The 2019 IS/MND determined that Project construction could impact the western pond turtle, giant garter snake, and special-status birds during construction activities such as grading and vegetation removal. However, the IS/MND determined that the implementation of **Mitigation Measures BIO-1** through **BIO-6** would reduce impacts to a less than significant level. Additionally, the Project modifications would not result in any additional grading, vegetation removal, or other change or increase in construction activities that would result in more severe impacts than those analyzed in the 2019 IS/MND. The findings of the adopted IS/MND remain valid, and no additional analysis is required.

The 2019 IS/MND determined that the Project would have no impact on sensitive natural communities as no natural communities including riparian habitat would be affected by the Project as none of these special-status habitats exist on the site or would be affected offsite. The Project modifications would not result in any impacts to additional areas not analyzed in the 2019 IS/MND. Therefore, the findings of the adopted IS/MND remain valid, and no additional analysis is required.

The 2019 IS/MND found that the Project could have an indirect impact on the nearby irrigation canal, RD 1002, through construction activities, erosion and sediment deposition. However, the IS/MND found that the implementation of **Mitigation Measure HYD-1**, which would require the contractor to prepare a stormwater pollution prevention plan (SWPPP), and **Mitigation Measure BIO-1**, which includes establishing a silt fence between the southern portion of the Project site and the RD 1002 canal, would reduce impacts to potentially jurisdictional waters of the U.S. and waters of the state to a less than significant level. The Project modifications would increase the amount of soil to be excavated from the site and the amount of imported fill to be used onsite. This would

result in a small increase in the potential for erosion and sediment deposition onsite. However, the small increase in this potential would be mitigated by Mitigation Measure HYD-1 and Mitigation Measure BIO-1. Therefore, the Project modifications would not result in more severe impacts than those analyzed in the 2019 IS/MND. The findings of the adopted IS/MND remain valid, and no additional analysis is required.

As described in the 2019 IS/MND, the Project would have no impact on wildlife movement as the Project site does not contain habitat that would be significantly relied on by migrating wildlife. The Project modifications would not result in any impact to additional land or habitat not previously analyzed in the 2019 IS/MND. Therefore, the findings of the adopted IS/MND remain valid, and no additional analysis is required.

The 2019 IS/MND found that the Project would not conflict with the County's tree ordinance and would have no impact on any local ordinances. The Project modifications would not result in any more severe impacts to trees or other biological resources that would lead to a conflict with an adopted plan or ordinance. Therefore, the findings of the adopted IS/MND remain valid, and no additional analysis is required.

As described in the 2019 IS/MND, the Project would not conflict with the South Sacramento Habitat Conservation Plan (SSHCP) as it is not anticipated to require any incidental take permits from wildlife agencies. The Project modifications would not result in any impacts that would require an incidental take permit and would not result in any impacts to the provisions of the SSHCP not previously analyzed in the 2019 IS/MND. Therefore, the findings of the adopted IS/MND remain valid, and no additional analysis is required.

3.5 Cultural Resources

Environmental Issue Area	Significance Determination in the 2019 Lambert Substation IS/MND	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Cultural Resources. Would the project:			
1. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	NI	No	No.
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	LSM	No	No
3. Disturb any human remains, including those interred outside of formal cemeteries?	LSM	No	No

Discussion

The 2019 IS/MND determined that there were no historical resources in the Project site; therefore, the Project would have no impact to historical resources. The Project modifications would not result in impacts or ground disturbance to any area outside of the Project area not previously analyzed in the 2019 IS/MND. Therefore, the findings of the adopted IS/MND remain valid, and no additional analysis is required.

The 2019 IS/MND determined that while no archaeological resources were identified in the Project site through the background research and pedestrian survey, the Project could encounter previously unidentified buried archaeological resource during excavation under the substation footprint. Impacts to such a resources could be significant; however, the IS/MND determined that impacts would be reduced to a less than significant level by the implementation of **Mitigation Measure CUL-1**. While the Project modifications would excavate a larger volume of soil, the implementation of Mitigation Measure CUL-1 would reduce any potential impacts to a less than significant level. Therefore, the findings of the adopted IS/MND remain valid, and no additional analysis is required.

While no evidence of human remains or formal or informal burial sites were observed during the pedestrian survey and there is no previously recorded evidence of human remains or burial sites, the Project could encounter unanticipated human remains during excavation for the substation pad. The 2019 IS/MND determined that impacts to

unanticipated human remains could be significant but impacts would be reduced to a less than significant level with the implementation of **Mitigation Measure CUL-2**. While the Project modifications would excavate a larger volume of soil, the implementation of Mitigation Measure CUL-2 would reduce any potential impacts to a less than significant level. Therefore, the findings of the adopted IS/MND remain valid, and no additional analysis is required.

3.6 Energy

Environmental Issue Area	Significance Determination in the 2019 Lambert Substation IS/MND	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Energy: Would the project:			
1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	LTS	No	No
2. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	NI	No	No

Discussion

As describe in the 2019 IS/MND Project construction would require a minimal amount of fuel when compared to the amount of gasoline and diesel consumed in Sacramento County as a whole and impacts would be less than significant. The Project modifications would result in a total of 78 additional truckloads of material, or an approximately 13% increase in the number of one-way truck trips. This increase in the number of one-way truck trips would result in a small increase in the amount of gasoline or diesel fuel consumed by Project construction. However, in comparison with the amount of fuel consumed in the County as a whole, this increase would be negligible. As a result, the findings of the adopted IS/MND remain valid, and no additional analysis is required.

The 2019 IS/MND determined that the Project would not conflict with state or local plans for renewable energy or energy efficiency and therefore would have no impact on state or local energy plans. The Project modifications would not result in any changes to the types of energy efficient vehicles that would be used in construction and would not have any other impacts to energy efficiency or renewable energy plans. Therefore, the findings of the adopted IS/MND remain valid, and no additional analysis is required.

3.7 Geological Resources

Environmental Issue Area	Significance Determination in the 2019 Lambert Substation IS/MND	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Geological Resources: Would the project:			
1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: a) Rupture of a known earthquake fault, as delineated in the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines & Geology Special Publication 42? b) Strong seismic ground shaking? c) Seismic-related ground failure? including liquefaction? d) Landslides?	LTS or NI	No	No
2. Result in substantial soil erosion or the loss of topsoil?	LSM	No	No
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	LTS	No	No
4. Be located on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), creating direct or indirect substantial risks to life or property?	LTS	No	No
5. Have soils incapable of adequately supporting the use of septic tanks or alternate wastewater disposal systems where sewers are not available for the disposal of waste water?	NI	No	No

Environmental Issue Area	Significance Determination in the 2019 Lambert Substation IS/MND	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Geological Resources: Would the project:			
6. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	LSM	No	No

Discussion

The 2019 IS/MND determined that the Project would have a less than significant impact with regard to earthquake faults, seismic groundshaking, ground failure, landslides, expansive soils, unstable soils and liquefaction or subsidence, and soils capable of supporting the use of a septic tank. The Project modifications would not result in construction or operation on any land outside of the Project Site evaluated in the 2019 IS/MND. Therefore, the 2019 IS/MND's evaluation of these geological risks remain valid, and no additional analysis is required.

The 2019 IS/MND found that the Project could have an impact on soil erosion or the loss of topsoil due to trenching, grading, backfilling and other construction work that could expose soil to wind and water runoff. However, these impacts would be reduced to a less than significant level by **Mitigation Measure HYD-1**. The Project modifications would increase the amount of soil to be excavated from the site and the amount of imported fill to be used onsite. This would result in a small increase in the potential for erosion. However, the small increase in this potential would be mitigated by Mitigation Measure HYD-1. Therefore, the Project modifications would not result in more severe impacts than those analyzed in the 2019 IS/MND. The findings of the adopted IS/MND remain valid, and no additional analysis is required.

The 2019 IS/MND notes that the Project could have a significant impact on a previously unknown paleontological resource but that these impacts would be reduced to a less than significant level by the implementation of **Mitigation Measure GEO-1**. The Project modifications would increase the amount of soil to be excavated from the site, which would result in a small increase in the potential for impacts to previously unknown paleontological resources. However, the small increase in this potential would be mitigated by Mitigation Measure GEO-1. Therefore, the Project modifications would not result in more severe impacts than those analyzed in the 2019 IS/MND. The findings of the adopted IS/MND remain valid, and no additional analysis is required.

3.8 Greenhouse Gas Emissions:

Environmental Issue Area	Significance determination in the 2019 Lambert Substation IS/MND	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Greenhouse Gas Emissions. Would the project:			
1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant effect on the environment?	LTS	No	Yes
2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	LTS	No	No

Discussion

As identified in the 2019 Lambert Substation IS/MND, the total maximum annual construction and decommissioning greenhouse gas (GHG) emissions that would be associated with the approved Project would be below the SMAQMD's annual threshold, and the construction/decommissioning-related GHG emissions impact would be less than significant. The modified Project would require an additional 156 one-way truck trips during the site preparation phase to deliver additional fill to the site and export additional cut material from the site; would require an additional hour (i.e., from 8 to 9 hours) of daily activity for several pieces of off-road construction equipment; and would include a minor change in the construction schedule to more closely resemble the actual construction start date. GHG emissions that would be associated with the modified Project have been estimated using the CalEEMod version 2016.3.2 emissions model, and are presented below in **Table 2** with a comparison to the approved Project GHG emissions and the SMAQMD significance threshold.

TABLE 2
CONSTRUCTION/DECOMMISSIONING GHG EMISSIONS

Scenario	GHGs ($MTCO_2e$/yr)	
	Approved Project	**Modified Project**
2020 Emissions	1,085	1,075
2021 Emissions	59	134
Total Maximum Emissions	1,085	1,075
SMAQMD Threshold	1,100	1,100
Exceed Threshold?	No	No
SOURCE: 2019 Lambert Substation IS/MND Table GHG-1 and Appendix A		

As shown in Table 2, there would be slight increase in overall GHG emissions associated with the modified Project due to the increase in truck trips and on-site equipment use. However, the modification to the construction schedule to start construction in early to mid-April 2020, as opposed to March 2020, reduces the total maximum annual GHG emissions from 1,085 $MTCO_2e$ per year to 1,075 $MTCO_2e$ per year. Therefore, the modified Project's total maximum construction and decommissioning GHG emissions would be below the SMAQMD's annual threshold, and construction/decommissioning-related GHG impacts associated with the modified Project would continue to be less than significant. The modified Project would not generate maximum annual GHG emissions, either directly or indirectly, beyond those disclosed in the adopted IS/MND. Therefore, the findings of the adopted IS/MND remain valid and no further analysis is required.

As shown in the 2019 IS/MND, the approved Project would not conflict with the goals adopted in the City's CAP Strategy and Framework Document, and would help support the renewable energy target under the 2017 Scoping Plan Update, and a goal of SB 100, for increasing California's procurement of electricity from renewable sources from 50 percent to 60 percent by 2030. Since the modified Project would not result in a change to operational emissions and its maximum annual construction GHG emissions would not increase beyond those disclosed for the approved Project in the 2019 IS/MND, the findings of the approved 2019 IS/MND remain valid and no further analysis is required.

3.9 Hazards and Hazardous Materials

Environmental Issue Area	Significance Determination in the 2019 Lambert Substation IS/MND	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Hazards and Hazardous Materials. Would the project:			
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	LSM	No	No
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	LSM	No	No
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	NI	No	No
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 to the environment?	NI	No	No
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	LTS	No	No
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	LTS	No	No

Environmental Issue Area	Significance Determination in the 2019 Lambert Substation IS/MND	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Hazards and Hazardous Materials. Would the project:			
7. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	NI	No	No

Discussion

The 2019 IS/MND determined that the Project could have a significant impact on the public due to the transport of hazardous material or an accidental release of hazardous materials into the environment, but that these impacts would be reduced to a less than significant level by the implementation of **Mitigation Measure HYD-1**, **Mitigation Measure HAZ-1**, **HAZ-2**, and **HAZ-3**. The modified Project would result in approximately 78 additional truckloads of material travelling to and from the Project site. The presence of additional truck trips could result in a slight increase in a fuel or lubricant spill or leak. However, the slight increase would be mitigated to a less than significant level by the implementation of Mitigation Measure HYD-1, Mitigation Measure HAZ-1, HAZ-2, and HAZ-3. Therefore, the findings of the adopted IS/MND remain valid and no further analysis is required. Additionally, the 2019 IS/MND determined that the Project would have a less than significant impact with regard to electric and magnetic fields (EMFs). The Project modifications would not result in any changes to EMFs onsite. As a result, the findings of the adopted IS/MND remain valid and no further analysis is required.

As discussed in the 2019 IS/MND, the Project would have no impact on the emissions of hazardous substances near schools as there are no schools within 0.25-mile of the Project site. Additionally, the IS/MND determined that the Project would have no impact with regard to hazardous materials sites. The Project modifications would not result in any project activity outside of the Project site and areas previously analyzed in the 2019 IS/MND and therefore would not result in impacts related to hazardous materials sites or nearby schools that were not previously analyzed. As a result, the findings of the adopted IS/MND remain valid and no further analysis is required.

The 2019 IS/MND determined that the Project would have a less than significant impact with regard to creating excessive airport noise for people residing or working in the Project Area. The Project modifications would not result in any work outside of the Project area

evaluated in the 2019 IS/MND; therefore, the findings of the adopted IS/MND remain valid and no further analysis is required.

As discussed in the 2019 IS/MND, the Project's impacts to emergency response and evacuation plans and would be less than significant. Additionally, **Mitigation Measure TRA-1** would further reduce any impacts to emergency response and evacuation plans. Project modifications would result in a slight increase in the number of trucks travelling to the site. However, the Project modifications are only expected to increase the daily truck trips by one trip per day. This increase in truck trips to the Project site would not be significant and would not result in a more severe impact to either emergency access or emergency response and evacuation plans than that analyzed in the 2019 IS/MND. Furthermore, any impacts to emergency response and evacuation plans would be reduced by the implementation of Mitigation Measure TRA-1. As a result, the findings of the adopted IS/MND remain valid and no further analysis is required. Potential changes to impacts to wildfire risk are discussed in in Section 3.20, Wildfire.

3.10 Hydrology and Water Quality

Environmental Issue Area	Significance Determination in the 2019 Lambert Substation IS/MND	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Hydrology and Water Quality. Would the project:			
1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	LSM	No	No
2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	LTS	No	No
2. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would: i) result in substantial erosion or siltation on- or off-site; ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv) impede or redirect flood flows?	LSM	No	No
4. In flood hazard, tsunami, or seiche zones, risk or release of pollutants due to project inundation?	LTS	No	No

Environmental Issue Area	Significance Determination in the 2019 Lambert Substation IS/MND	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Hydrology and Water Quality. Would the project:			
5. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	LTS	No	No

Discussion

As disclosed in the 2019 IS/MND, Project construction could result in erosion or siltation that could violate discharge requirements. However, the IS/MND determined that these impacts would be reduced to a less than significant level with the implementation of **Mitigation Measure HYD-1**. Due to the increase in soil to be excavated and an increase in imported fill to be used onsite, the Project could result in a slight increase in the risk of erosion or siltation during Project construction. Erosion and siltation impacts would be mitigated by Mitigation Measure HYD-1. As a result, the Project would not result in more severe impacts than those considered in the 2019 IS/MND, no further analysis is required.

The 2019 IS/MND determined that the Project would have a less than significant impact on groundwater supplies as the Project would not result in new impervious surfaces that would create significant amounts of runoff. Additionally, the analysis determined that the Project would have a less than significant impact on surface runoff and regarding on- and off-site flows. The Project modifications would not result in any new impervious surfaces and would not result in more severe impacts to runoff of groundwater than those disclosed in the 2019 IS/MND. No further analysis is necessary.

The 2019 IS/MND determined that the Project would result in a less than significant impact with regard to the release of pollutants in the event of Project inundation. The Project modifications would not result in any changes to Project design or hydrology; therefore, the modified Project would not result in impacts that are more severe than those disclosed in the 2019 IS/MND. As a result, no further analysis is necessary.

As analyzed in the 2019 IS/MND, the Project would not conflict with or obstruct a water quality control plan or sustainable groundwater management plan. The modified Project would not result in any additional runoff and would be subject to a SMUD approved SWPPP. Additionally, the Project modification would not result in a change in the amount

of water required for the Project. Therefore, the Project would not result in more severe impacts than those analyzed in the 2019 IS/MND. No further analysis is required.

3.11 Land Use

Environmental Issue Area	Significance determination in the 2019 Lambert Substation IS/MND	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Land Use. Would the project:			
1. Physically divide an established community?	NI	No	No
2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	NI	No	No

Discussion

As discussed in the 2019 IS/MND, the Project would not isolate or divide a community or block an existing means of access for an existing community and would have no impact with respect to this criterion. The Project modification would not change the Project location, footprint or design; therefore, the modified Project would not result in impacts that are more severe than those considered in the 2019 IS/MND. No further analysis is required.

As described in the 2019 IS/MND, the Project would not conflict with any land use plan, designation, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The Project modification would not change the Project's location or result in impacts to any land outside of the Project area evaluated in 2019. Therefore, the modified Project would not result in impacts that are more severe than those considered in the 2019 IS/MND. No further analysis is required.

3.12 Mineral Resources

Environmental Issue Area	Significance determination in the 2019 Lambert Substation IS/MND	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Mineral Resources. Would the project:			
a. Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	NI	No	No
c. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	NI	No	No

Discussion

As analyzed in the 2019 IS/MND, the Project site would have no impact on known mineral resources or locally available mineral resources recovery sites as the Project is not located near a mineral resources recovery site or an area where known mineral resources are likely to exist. The Project modifications would not result in impacts that are more severe than those considered in the 2019 IS/MND. No further analysis is required.

3.13 Noise

Environmental Issue Area	Significance determination in the 2019 Lambert Substation IS/MND	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Noise. Would the project:			
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?	LTS	No	No
2. Generation of, excessive groundborne vibration or groundborne noise levels?	LTS	No	No
3. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing in or working in the project area to excessive noise levels?	NI	No	No

Discussion

The 2019 Lambert Substation IS/MND disclosed that although there are no applicable local policies or standards available to judge the significance of short-term daytime construction noise levels, the Federal Transit Administration (FTA)'s Transit Noise and Vibration Impact Assessment's 1-hour noise-level equivalent (L_{eq}) of 90 dBA was adequate to assess whether construction or decommissioning-related noise levels would cause a substantial temporary or periodic increase in ambient noise levels at sensitive receptor locations. Construction activities under the approved Project were estimated to result in a maximum noise level of approximately 81 dBA L_{eq}, which would not exceed the FTA applied adverse reaction threshold, and would result in a less-than-significant impact. Since the modified Project would involve use of the same types of construction equipment, it would generate the same 1-hour L_{eq} levels as the approved Project; therefore, the modified Project would also have a less-than-significant impact, and the findings in adopted IS/MND remain valid and no additional impact analysis is required.

The 2019 Lambert Substation IS/MND disclosed that implementation of the approved Project would expose the closest structures and residences to construction-related vibration levels below the thresholds for building damage and human annoyance, which would result in a less than significant impact. Since the modified Project would involve use of the same types of construction equipment, it would generate the same vibration levels as the approved Project; therefore, the modified Project would also have a less-than-significant impact, and the findings in adopted IS/MND remain valid and no additional impact analysis is required.

The 2019 Lambert Substation IS/MND disclosed that implementation of the approved Project would not expose people to excessive aircraft noise, and that there would be no associated impact. The proposed modifications to the Project would have no effect on exposing people to excessive aircraft noise; therefore, the modified Project would also have no impact, and the findings in adopted IS/MND remain valid and no additional impact analysis is required.

3.14 Population and Housing

Environmental Issue Area	Significance determination in the 2019 Lambert Substation IS/MND	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Population and Housing. Would the project:			
a. Induce substantial unplanned population growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	NI	No	No
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	NI	No	No

Discussion

As discussed in the 2019 IS/MND, the Project would have no impact on unplanned population growth. The modified Project would not change the number of employees required for Project construction or decommissioning and would not expand the capacity of the substation relative to the 2019 IS/MND. Therefore, the modified Project also would have no impact, and the findings in adopted IS/MND remain valid and no additional impact analysis is required.

Construction and decommissioning of the Project would not displace any residences or people and would result in no impact. The modified Project similarly would not displace any residences or people. Therefore, the modified Project also would have no impact, and the findings in adopted IS/MND remain valid and no additional impact analysis is required.

3.15 Public Services

Environmental Issue Area	Significance Determination in the 2019 Lambert Substation IS/MND	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Public Services. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service rations, response times or other performance objectives for any of the public services:			
1. Fire protection?	NI	No	No
2. Police protection?	NI	No	No
3. Schools?	NI	No	No
4. Parks?	NI	No	No
5. Other public facilities?	NI	No	No

Discussion

The 2019 IS/MND determined that the Project would have no impact on public services. The modified Project would not increase population and therefore would not increase demand for public services. Therefore, the findings of the adopted IS/MND remain valid and no further analysis is required.

3.16 Recreation

Environmental Issue Area	Significance determination in the 2019 Lambert Substation IS/MND	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Recreation. Would the project:			
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	NI	No	No
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	NI	No	No

Discussion

As described in the 2019 IS/MND, the Project would have no impact on recreation. The modified Project would not include any recreational facilities and would not result in population growth. Therefore, the modified Project would not increase the use of existing recreational facilities or require that new recreation facilities be built. The findings of the adopted IS/MND remain valid and no further analysis is required

3.17 Transportation

Environmental Issue Area	Significance Determination in the 2019 Lambert Substation IS/MND	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Transportation. Would the project:			
1. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	LTS	No	No
2. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	LSM	No	No
3. Substantially increase hazards due to a geometric design feature (*e.g.*, sharp curves or dangerous intersections) or incompatible uses (*e.g.*, farm equipment)?	LSM	No	No
4. Result in inadequate emergency access?	NI	No	No

Discussion

The 2019 IS/MND disclosed that the Project would result in a less than significant impact to the circulation system. The modified Project would require additional truckloads of material, resulting in an average increase of approximately one truck trip per day when compared to the seven truck trips per day analyzed in the 2019 analysis.[1] The Project would not have a noticeable impact on the peak construction trips.

Based on these minor temporary increases to traffic volumes (construction would last ten months, with peak construction traffic only occurring for one-third of this period; decommissioning would last four months), temporary construction-related trips would not

[1] 703 total truckloads of material = 1,406 one-way truck trips; 28 weeks of construction, 6 days per week = 168 work days. 1,406/168 = 8.4 daily truck trips.

significantly increase impacts to roadway operations relative to the impacts disclosed in the 2019 IS/MND. Based on the discussion above, the findings of the adopted IS/MND remain valid and no further analysis is required.

As discussed in the 2019 IS/MND, the provisions of CEQA Guidelines section 15064.3, subdivision (b) shall apply statewide in July 1, 2020. Since no VMT thresholds have been adopted yet, no further analysis is required.

As disclosed in the 2019 IS/MND, construction of the Project could require traffic control and brief single lane closures during overhead line installation and removal which could result in altered geometric features on the roadway system and impacts to emergency access. Impacts resulting from roadway closures would be mitigated to a less than significant level with the implementation of **Mitigation Measure TRA-1**. The modified Project would result in an average increase of one truck trip per day and, with the implementation of Mitigation Measure TRA-1, would not result in more severe impacts to the roadway geometry and emergency access than those analyzed in the 2019 IS/MND. The findings of the adopted IS/MND remain valid and no further analysis is required.

3.18 Tribal Cultural Resources

Environmental Issue Area	Significance determination in the 2019 Lambert Substation IS/MND	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Tribal Cultural Resources: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and the scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:			
a. 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	LSM	No	No
b. a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	LSM	No	No

Discussion

The 2019 IS/MND determined that no tribal cultural resources listed, or eligible for listing, in the California Register of Historical Resources, or listed on a local register, were identified on the Project site through the background research, and no tribal cultural resources were identified during the pedestrian survey. However, the 2019 IS/MND determined that during excavation, the Project could inadvertently encounter a previously unidentified buried tribal cultural resource and result in a significant impact. These impacts would be reduced to a less than significant level by the implementation of **Mitigation Measure TCR-1**. While the Project modifications would excavate a larger volume of soil, the implementation of Mitigation Measure TCR-1 would reduce any potential impacts to a less than significant level. Therefore, the findings of the adopted IS/MND remain valid, and no additional analysis is required.

3.19 Utilities

Environmental Issue Area	Significance determination in the 2019 Lambert Substation IS/MND	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Utilities. Would the project:			
1. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental impacts?	NI	No	No
2. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	NI	No	No
3. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	NI	No	No
4. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	LTS	No	No
5. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	NI	No	No

Discussion

As discussed in the 2019 IS/MND, the Project would not have no impact with regard to the relocation or construction of new or expanded water, wastewater treatment, storm

water drainage, electric power, natural gas, or telecommunications facilities; the availability of water supplies; and the capacity of wastewater treatment facilities. The Project modifications would not result in a change in water use, stormwater generation, electrical power or natural gas generation, or telecommunications facilities relative to the impacts analyzed in the 2019 IS/MND. Therefore, the findings of the adopted IS/MND remain valid, and no additional analysis is required.

The 2019 IS/MND determined that the Project would have no impact on federal state and local management regulations related to solid waste and would have a less than significant impact on the capacity of local solid waste infrastructure. The project modifications would not result in any change in compliance with state, federal, and local statutes and regulations. The Project modification would increase the amount of excavated soil to be disposed of by 800 cubic yards. The increase in created by the Project modifications would not be substantial and as a result, the findings of the adopted IS/MND remain valid, and no additional analysis is required.

3.20 Wildfire

Environmental Issue Area	Significance Determination in the 2019 Lambert Substation IS/MND EIR	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information Requiring New Analysis or Verification?
Wildfire. If located in or near state responsibility areas or lands classified as very high fire severity zones, Would the project:			
1. Substantially impair an adopted emergency response plan or emergency evacuation plan?	LTS	No	Yes
2. Due to slope, prevailing winds, and other factors , exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	LTS	No	Yes
3. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	LTS	No	Yes
4. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	LTS	No	Yes

Discussion

For discussion of the Project modification's impacts to emergency response and access, see Section 3.17, Transportation. As described in the 2019 IS/MND, the Project would have a less than significant impact with regard to the installation of fire prevention infrastructure. The Project modifications would not result in the installation of any fire prevention infrastructure. As a result, the findings of the adopted IS/MND remain valid, and no additional analysis is required.

As discussed in the 2019 IS/MND, the Project would result in a less than significant impact with regard to exposing project occupants to pollutant concentrations from a wildfire, the

uncontrolled spread of a wildfire, downslope or downstream flooding, or landslides. The Project modifications would increase the amount of soil excavated from the site and imported fill to be delivered to the site. This would result in an average increase of approximately one truck per day. No other changes to Project construction, operation, or decommissioning would occur. The increase in truck trips to the site would be negligible and would not result in more severe risks to wildfire than those analyzed previously in the 2019 IS/MND. Therefore, the findings of the adopted IS/MND remain valid, and no additional analysis is required.

4.0 Mitigation Monitoring and Reporting Program

The following mitigation measures would be implemented for the Project:

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TABLE 3
MITIGATION MEASURES FOR PROJECT CONSTRUCTION AND OPERATION

Checklist Section	Environmental Criteria	Mitigation Measure	Implementation Duration	Monitoring Duration	Responsibility		Applicable Project Component
					Implementation	Monitoring	
Agriculture and Forestry Resources	**e. Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to nonagricultural use?**	***AG-1: Establish Agreement and Coordinate Construction Activities with Agricultural Landowners.*** Sixty (60) days prior to the start of Project construction, SMUD shall secure a signed agreement with property owner(s) of active farmland (i.e., currently being prepared or used for agricultural production, or developed with agricultural infrastructure) that will be used for construction or other Project-related activities. The purpose of this agreement will be to set forth the use of farmland during construction in order to: (1) schedule proposed construction activities at a location and time when damage to agricultural operations would be minimized, and (2) ensure that any areas damaged or disturbed by construction are restored to a condition mutually agreed upon by the landowner and SMUD. SMUD shall coordinate with the agricultural landowners in the affected areas where active farmland will be temporarily disturbed to determine when and where construction should occur in order to minimize damage to agricultural operations. This includes avoiding construction during peak planting, growing, and harvest seasons. If damage or destruction does occur, SMUD shall perform restoration activities on the disturbed area in order to return the area to a pre-determined condition or the pre-construction condition, whichever option is agreed upon by the landowner and SMUD. This could include activities such as soil preparation, regrading, and reseeding. If in the event that the land cannot be restored or that the planting will be interrupted, there will exist in the agreement another form of compensation for the loss of condition or the loss of harvest production. This measure applies to agricultural landowners with land that is impacted by the Project.	Before, during, and after construction	N/A	SMUD	N/A	Construction of the substation
Air Quality	**b. Would the project 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?**	***AQ-1: Implement Applicable SMAQMD Basic Construction Emission Control Practices.*** SMUD will comply with the following measures to reduce emissions of fugitive dust and construction equipment exhaust: • Water all exposed surfaces at least 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 2 feet of freeboard space on haul trucks transporting soil, sand, or other loose material on the site. Cover any haul trucks that will be traveling along freeways or major roadways. • 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 power sweeping is prohibited. • Limit vehicle speed on unpaved roads to 15 miles per hour. • 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 [CCR] Title 13, Sections 2449[d][3] and 2485). Provide clear signage that posts this requirement for workers at the entrances to the site. • Maintain all construction equipment in proper working condition according to manufacturer's specifications. Equipment will be checked by a certified mechanic and determined to be running in proper condition before it is operated.	During construction	N/A	Contractor	SMUD and SMAQMD	All Project components

TABLE 3
MITIGATION MEASURES FOR PROJECT CONSTRUCTION AND OPERATION

Checklist Section	Environmental Criteria	Mitigation Measure	Implementation Duration	Monitoring Duration	Responsibility		Applicable Project Component
					Implementation	Monitoring	
Biological Resources	**a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**	***BIO-1: Western Pond Turtle – Preconstruction Survey and Avoidance.*** Prior to commencement of any construction, silt fencing shall be installed along the southern edge of the Project site to inhibit any western pond turtles from entering the Project footprint. Prior to the fence installation, a qualified biologist shall conduct a preconstruction survey to ensure no western pond turtle is present within the Project footprint. Should any western pond turtles be detected in the vicinity of the Project footprint, the biological monitor shall relocate any western pond turtles found within the construction footprint to suitable habitat away from the Project site. Once the biologist determines that no western pond turtles occur within the proposed fence location, the silt fencing shall be installed under the direct supervision of the qualified biologist. The fencing shall remain intact throughout the duration of the Project.	Before and throughout construction	Throughout construction	SMUD and Contractor	SMUD and qualified biologist	Construction of substation and subtransmission lines near irrigation canal
Biological Resources	**See above.**	***BIO-2: Giant garter snake – Preconstruction Survey and Avoidance*** Ground disturbing activities will be performed during the active period for giant garter snake, which extends from May 1 and October 1, to the extent feasible. Direct mortality is not anticipated because snakes are expected to actively move and avoid danger. Within 24 hours prior to initial grading a qualified biologist shall conduct a preconstruction survey for giant garter snake within 200 feet of the Project site. Surveys shall be repeated if a lapse in construction activity of 7 days or greater has occurred. The biologist shall be on-call and available to go to the project site if any snakes are encountered during construction activities. If a giant garter snake is encountered during construction, SMUD shall stop work and notify the qualified biologist immediately. The biologist shall monitor the snake until it leaves on its own. SMUD shall notify CDFW and USFWS by telephone or email within 24 hours of a giant garter snake observation. Work can resume once the biologist has determined that the snake would not be harmed and has given authorization to resume work. If ground disturbing activities are anticipated to extend into the inactive season (October 2 through April 30), silt fencing shall be installed before October 1 along the perimeter of the irrigation canal to further exclude giant garter snake from entering the work area. The fencing shall be installed under the direct supervision of a biologist. SMUD will maintain the exclusion fencing for the duration of the Project's construction activities.	Before and throughout construction	Throughout construction	SMUD and Contractor	SMUD and qualified biologist	Construction of substation and subtransmission lines near irrigation canal
Biological Resources	**See above.**	***BIO-3: Special-status Birds – Preconstruction Survey and Avoidance.*** If construction (including equipment staging and vegetation removal) occurs during the breeding season for migratory birds and raptors (between February 1 and August 31) and for Swainson's hawk (between March 1 and September 15), SMUD shall retain a qualified biologist to conduct a preconstruction nesting bird and raptor survey before the onset of construction activities. The preconstruction nesting bird and raptor surveys shall be conducted within 14 days prior to commencement of construction activities between February 1 and September 15 (to encompass all birds and raptors). Surveys for raptor nests, including burrowing owl, shall extend 500 feet from the Project site. Surveys for Swainson's hawk and white-tailed kite shall extend 0.5 mile from the Project site. A report shall be prepared and submitted to SMUD following the preconstruction survey to document the results. If no active nests are detected during the preconstruction survey, no additional mitigation is required so long as construction commences within 14 days of the preconstruction survey.	Before and throughout construction	Throughout construction	Qualified biologist	SMUD	All Project components

TABLE 3
MITIGATION MEASURES FOR PROJECT CONSTRUCTION AND OPERATION

Checklist Section	Environmental Criteria	Mitigation Measure	Implementation Duration	Monitoring Duration	Responsibility		Applicable Project Component
					Implementation	Monitoring	
Biological Resources (cont.)		If an active nest is found in the survey area, a buffer will be established around the nest site to avoid disturbance or destruction of the nest until the end of the breeding season (August 31) or until after a qualified wildlife biologist determines that the young have fledged and moved out of the project site (this date varies by species). The extent of these buffers will be determined by the biologist and will depend on the bird species, level of construction disturbance, line-of-sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. Suitable buffer distances may vary between species. No project activity shall commence within the buffer areas until a qualified biologist has determined, in coordination with CDFW, the young have fledged, the nest is no longer active, or reducing the buffer would not result in nest abandonment. CDFW guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers for Swainson's hawk nests, but the size of the buffer may be decreased if a qualified, biologist and SMUD determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of active nests by a qualified biologist during construction activities shall be required if the biologist determines a particular activity has the potential to adversely affect the nest. If construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the no-disturbance buffer shall be increased until the agitated behavior ceases.					
Biological Resources	**See above.**	***BIO-4: Special-status Birds – Avian-safe Pole and Substation Configuration.*** To minimize the risk of collision or electrocution associated with operation of the Project, replacement and newly constructed poles will be designed using avian-safe configurations, as applicable, as described in SMUD's existing Avian Protection Plan.	Before and throughout construction	N/A	SMUD	N/A	All Project components
Biological Resources	**See above.**	***BIO-5: Worker Environmental Awareness Training Program*** All construction personnel shall attend a mandatory Worker Environmental Awareness Training (WEAT) Program prior to working in the project area. The program shall summarize relevant laws and regulations that protect biological resources, discuss sensitive habitats and special-status species with the potential to occur in the project area, and provide instructions to comply with all Project mitigation measures. The Program shall provide the following instruction regarding any special-status species or other wildlife species that are observed in the project area during construction: If protected wildlife enters the project area, construction will cease until the wildlife moves out of harm's way on its own accord. If the wildlife cannot or does not move out of harm's way on its own accord, SMUD field crews shall contact SMUD Environmental Services at (916) 732-5836, who will report the sighting to the Project biologist or agency (USFWS and/or CDFW), as appropriate. SMUD Environmental Services will have authority to stop activities until appropriate corrective measures have been completed or it is determined that the wildlife will not be harmed. Capture and relocation of trapped or injured wildlife may only be attempted by qualified biologists.	Before construction	Before and during construction until all workers are trained	Qualified biologist	SMUD	All Project components

TABLE 3
MITIGATION MEASURES FOR PROJECT CONSTRUCTION AND OPERATION

Checklist Section	Environmental Criteria	Mitigation Measure	Implementation Duration	Monitoring Duration	Responsibility		Applicable Project Component
					Implementation	Monitoring	
Biological Resources	**See above.**	***BIO-6: General Construction Measures*** The following general construction measures shall be implemented in order to avoid unnecessary impacts to biological resources during construction of the Project: • To the extent possible, construction personnel shall minimize the work area footprint and the duration at a work area site. • Construction personnel shall use existing paved and unpaved roads to access the work area where present. • Vehicles and equipment shall be parked on pavement, existing roads, and previously disturbed areas to the maximum extent feasible • Trash dumping, littering, open fires (such as barbecues), hunting, and pets shall be prohibited in work areas.	During construction	During construction	SMUD	SMUD	All project components
Biological Resources	**c. Would the project have a substantial adverse effect on state or federally-protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means?**	Implement ***Mitigation Measure HYD-1.***	Before construction begins	Before and during construction	SMUD	RWQCB	All Project components
Cultural Resources	**b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?**	***CUL-1: Worker Environmental Awareness Training for Cultural Resources and Inadvertent Discovery of Cultural Resources*** SMUD shall retain a qualified archaeologist meeting the Secretary of the Interior standards (Qualified Archaeologist) prior to the commencement of construction. The Qualified Archaeologist (or his/her designee) shall conduct a Worker Environmental Awareness Training (WEAT) for all construction workers prior to the start of ground disturbing activities (including vegetation removal, pavement removal, etc.). The training session shall focus on the recognition of the types of archaeological resources that could be encountered within the Project site and the procedures to be followed if they are found. Documentation shall be retained demonstrating that all construction personnel attended the training. If construction or other Project personnel observe any evidence of prehistoric cultural resources (freshwater shells, beads, bone tool remnants or an assortment of bones, stone tools, grinding rocks, or soil changes such as subsurface ash lens or soil darker in color than surrounding soil, etc.) or historic-era cultural resources (adobe foundations or walls, structures and remains with square nails, refuse deposits or bottle dumps, often associated with wells or old privies), all work within 50 feet must immediately cease, and a Secretary of the Interior qualified archaeologist must be consulted to assess the significance of the cultural resource and formulate appropriate measures for their treatment. Potential treatment methods for significant and potentially significant resources may include, but would not be limited to, no action (i.e., resources determined not to be significant); avoidance of the resource through changes in construction methods or Project design; or implementation of a program of testing and data recovery, in accordance with applicable state requirements and/or in consultation with Native American tribes to whom the resource could have ancestral or traditional importance.	Before construction	N/A	SMUD	N/A	All Project components requiring ground disturbance.

TABLE 3
MITIGATION MEASURES FOR PROJECT CONSTRUCTION AND OPERATION

Checklist Section	Environmental Criteria	Mitigation Measure	Implementation Duration	Monitoring Duration	Responsibility		Applicable Project Component
					Implementation	Monitoring	
Cultural Resources	**c. Would the project disturb any human remains, including those interred outside of formal cemeteries?**	***CUL-2: Implement State and Country Requirements for Addressing Discovery of Human Remains and Site Protection*** If potential human remains are encountered, all work will halt within 100 feet of the find and SMUD will be contacted by on-site construction crews. SMUD will contact the Sacramento County coroner in accordance with PRC Section 5097.98 and California Health and Safety Code Section 7050.5. If the coroner determines the remains are Native American, the coroner will contact the Native American Heritage Commission (NAHC). As provided in PRC Section 5097.98, the NAHC will identify the person or persons believed most likely to be descended from the deceased Native American. The most likely descendent will make recommendations for means of treating, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98.	Before construction	N/A	SMUD	N/A	All Project components requiring ground disturbance.
Geology and Soils	**b. Would the project result in substantial soil erosion or the loss of topsoil?**	Implement ***Mitigation Measure HYD-1.***	Before construction begins	Before and during construction	SMUD	RWQCB	All Project components
Geology and Soils	**f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**	***GEO-1: Worker Environmental Awareness Training for Paleontological Resources and Inadvertent Discovery of Paleontological Resources*** SMUD shall retain a professional archaeologist prior to the commencement of construction. The archaeologist (or his/her designee) shall conduct a Worker Environmental Awareness Training (WEAT) for all construction workers prior to the start of ground disturbing activities (including vegetation removal, pavement removal, etc.). The training session shall focus on the recognition of the types of paleontological resources that could be encountered within the Project site and the procedures to be followed if they are found. Documentation shall be retained demonstrating that all construction/decommissioning personnel attended the training. If construction or other Project personnel discover any potential fossils during construction or decommissioning activities, regardless of the depth of work or location, work at the discovery location shall cease in a 50-foot radius of the discovery until a Qualified Paleontologist meeting the standards of the SVP (2010) has assessed the discovery and made recommendations as to the appropriate treatment. If the find is deemed significant, it should be salvaged following the standards of the SVP (2010) and curated with a certified repository.	Before construction	N/A	SMUD	N/A	All Project components requiring ground disturbance.
Hazards and Hazardous Materials	**a, b. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; or would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**	Implement ***Mitigation Measure HYD-1***	Before construction begins	Before and during construction	SMUD	RWQCB	All Project components

TABLE 3
MITIGATION MEASURES FOR PROJECT CONSTRUCTION AND OPERATION

Checklist Section	Environmental Criteria	Mitigation Measure	Implementation Duration	Monitoring Duration	Responsibility		Applicable Project Component
					Implementation	Monitoring	
Hazards and Hazardous Materials	**See above.**	***HAZ-1: Worker Training for Hazardous Materials.*** SMUD shall implement an environmental training program to communicate environmental concerns and appropriate work practices to all field personnel, including spill prevention, emergency response measures, and proper BMP implementation. All personnel will review all site-specific plans, including but not limited to the health and safety plan (as required by Cal/OSHA).	Before construction begins	Before and during construction until all workers are trained	SMUD	SMUD	All Project components
Hazards and Hazardous Materials	**See above.**	***HAZ-2: Hazardous Materials Business Plan (HMBP).*** SMUD will implement an HMBP at the Project, based on the use and storage of hazardous materials equal to or greater than 55 gallons of liquids, 500 pounds of solids, and/or 200 cubic feet of compressed gases. SMUD will prepare and file an operation-specific HMBP in accordance with local, state, and federal laws. The HMBP will identify site activities, provide an inventory of hazardous materials used on-site, provide a facilities map, and identify an emergency response plan/contingency plan.	Before and during construction. During operation	During construction and operation	SMUD	SMUD and Sacramento EMD	All Project components
Hazards and Hazardous Materials	**See above.**	***HAZ-3: Spill Prevention, Control and Countermeasures (SPCC) Plan.*** SMUD will implement its existing SPCC plan in accordance with state and federal requirements, including 40 CFR 112. The plan will identify engineering and containment measures for preventing oil releases into waterways. An SPCC plan is required when more than 1,320 gallons of petroleum products are present on-site (excluding vehicles).	Before and during construction. During operation	During construction and operation	SMUD	SMUD and Sacramento EMD	All Project components
Hydrology and Water Quality	**a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?**	***HYD-1: Stormwater Pollution Prevention Plan*** A site-specific SWPPP shall be prepared in accordance with the terms of the NPDES Construction General Permit. It will require the construction contractor to incorporate the SWPPP's Best Management Practices (BMP) into all aspects of the Project. The BMPs shall include measures for management and operation of the construction site to control and minimize potential contribution of pollutants to stormwater runoff from these areas. These measures shall address site-specific methods for preventing and minimizing erosion and delivery of sedimentation through construction management practices to ensure control of potential water pollution sources. Potential BMPs may include, but would not be limited to, the following: • Temporary erosion control measures (such as silt fences, staked straw bales, and temporary revegetation) will be employed for disturbed areas. • Existing vegetation will be retained where possible. • Construction materials will be stored, covered, and isolated, including topsoil and chemicals, to prevent runoff losses and contamination of groundwater. • Topsoil removed during construction will be carefully stored and treated as an important resource. Berms will be placed around topsoil stockpiles to prevent runoff during storm events. • Fuel and vehicle maintenance areas will be established away from all drainage courses and designed to control runoff. • Disturbed areas will be re-vegetated after completion of construction activities. • Sanitary facilities for construction workers will be established.	Before construction begins	Before and during construction	SMUD	RWQCB	All Project components

TABLE 3
MITIGATION MEASURES FOR PROJECT CONSTRUCTION AND OPERATION

Checklist Section	Environmental Criteria	Mitigation Measure	Implementation Duration	Monitoring Duration	Responsibility		Applicable Project Component
					Implementation	Monitoring	
Hydrology and Water Quality	**c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would:** **i. result in substantial erosion or siltation on- or off-site;** **ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;** **iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff** **iv. Impede or redirect flood flows?**	Implement ***Mitigation Measure HYD-1.***	Before construction begins	Before and during construction	SMUD	RWQCB	All Project components
Transportation	**c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**	***TRA-1: Roadway Disruption Control Plan*** Prior to commencement of construction, SMUD shall prepare and submit a Roadway Disruption Control Plan to the County of Sacramento for review and approval. The Plan shall include detailed information on the following: 1. Locations and duration of any public travel lane/roadway closures or disruptions. 2. Placement of temporary signing and traffic control measures, as required, to ensure safe and adequate traffic flow. 3. Ways to ensure access for emergency vehicles through affected roadway segments.	Prior to the commencement of construction	N/A	SMUD	N/A	All Project components
Tribal Cultural Resources	**a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and the scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**	***TCR-1: Inadvertent Discoveries*** Develop a standard operating procedure, points of contact, timeline and schedule for the project so all possible damages can be avoided, or alternatives and cumulative impacts properly accessed. If potential tribal cultural resources, archaeological resources, other cultural resources, articulated, or disarticulated human remains are discovered by Native American Representatives or Monitors from interested Native American Tribes, qualified cultural resources specialists, or other Project personnel during construction activities, work will cease within 100 feet of the find (based on the apparent distribution of cultural resources), whether or not a Native American Monitor from an interested Native American Tribe is present, and SMUD should immediately notify Wilton Rancheria and UAIC and the appropriate Federal and State Agencies. Such provisions are stated in the Archaeological Resources Protection Act (ARPA) [16 USC 469], Native American Graves Protection and Repatriation Act (NAGPRA)	Before and During construction	N/A	SMUD	N/A	All Project Components

TABLE 3
MITIGATION MEASURES FOR PROJECT CONSTRUCTION AND OPERATION

Checklist Section	Environmental Criteria	Mitigation Measure	Implementation Duration	Monitoring Duration	Responsibility		Applicable Project Component
					Implementation	Monitoring	
Tribal Cultural Resources (cont.)	**i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or** **ii. a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**	[25 U.S.C. 3001-30013], Health and Safety Code section 7050.5, and Public Resources Code section 5097.9 et al. A qualified cultural resources specialist and Native American Representatives and Monitors from culturally affiliated Native American Tribes will assess the significance of the find and make recommendations for further evaluation and treatment as necessary. These recommendations will be documented in the project record. For any recommendations made by interested Native American Tribes which are not implemented, a justification for why the recommendation was not followed will be provided in the project record. If adverse impacts to tribal cultural resources, unique archaeological resources, or other cultural resources occurs, then consultation with UAIC and Wilton Rancheria regarding mitigation contained in the PRC Sections 21084.3(a) and (b) and CEQA Guidelines Section 15370 should occur, in order to coordinate for compensation for the impact by replacing or providing substitute resources or environments. If no tribal cultural resources are identified during construction or decommissioning activities, no further mitigation is required. If tribal cultural resources are identified during construction or decommissioning activities that have the potential to be adversely affected by the project, SMUD will develop mitigation measures to minimize those impacts. These mitigation measures could include the following or equally effective mitigation measures (as identified in PRC 21084.3): 1. Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria. 2. Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: a. protecting the cultural character and integrity of the resource; b. protecting the traditional use of the resource; or c. protecting the confidentiality of the resource. 3. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or place. 4. Protecting the resource.					

Note: SMAQMD = Sacramento Metropolitan Air Quality Management District

APPENDIX A:
AIR QUALITY

Lambert Substation Project (Construction Only) Addendum

Sacramento Metropolitan AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	1.00	User Defined Unit	0.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.5	**Precipitation Freq (Days)**	58
Climate Zone	6			**Operational Year**	2021
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	590.31	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Addendum

Land Use -

Construction Phase - Construction Schedule per Tables PD-1, PD-2, and PD-3 in the project description

Off-road Equipment - Equipment per Table PD-3

Off-road Equipment - Equipment per PD-3

Off-road Equipment - Equipment per Table PD-3

Off-road Equipment - Equipment per Table PD-3

Off-road Equipment - Equipment per Table PD-3; increased hours per day by one hour for Ex., trucks, doz., loaders, and backhoes, to reflect extra export and imports.

Off-road Equipment - assume no HD equipment during sampling

Off-road Equipment - Equipment per Table PD-3

Off-road Equipment - Equipment per Table PD-3

Trips and VMT - Site prep. increased truck trips by 156 (114 for imports, and 42 for exports).

Demolition - estimated tons using measured area of concrete, metal fencing, and metal substation unit and 2400lbs/cy for concrete and 600lbs/cy for metal per CalRecycle

Grading - Increased material imported by 300 cy and material exported by 800 cy.

Table Name	Column Name	Default Value	New Value
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tblConstructionPhase	NumDays	0.00	107.00
tblConstructionPhase	NumDays	0.00	107.00
tblConstructionPhase	NumDays	0.00	23.00
tblConstructionPhase	NumDays	0.00	53.00
tblConstructionPhase	NumDays	0.00	17.00
tblConstructionPhase	NumDays	0.00	11.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00

tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
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tblGrading	AcresOfGrading	0.00	1.00
tblGrading	MaterialExported	0.00	1,012.00
tblGrading	MaterialImported	0.00	512.00
tblOffRoadEquipment	HorsePower	63.00	130.00
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tblOffRoadEquipment	LoadFactor	0.38	0.20
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tblOffRoadEquipment	LoadFactor	0.38	0.41
tblOffRoadEquipment	LoadFactor	0.38	0.40
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	8.00	9.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00

tblTripsAndVMT	HaulingTripNumber	0.00	1,406.00
tblTripsAndVMT	HaulingTripNumber	191.00	53.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	0.00	14.00
tblTripsAndVMT	WorkerTripNumber	0.00	14.00
tblTripsAndVMT	WorkerTripNumber	0.00	14.00
tblTripsAndVMT	WorkerTripNumber	13.00	14.00
tblTripsAndVMT	WorkerTripNumber	0.00	14.00
tblTripsAndVMT	WorkerTripNumber	15.00	14.00
tblTripsAndVMT	WorkerTripNumber	15.00	14.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	6.3822	67.1180	39.7953	0.1102	0.3053	2.6652	2.9636	0.0828	2.4529	2.5342	0.0000	10,751.3943	10,751.3943	3.1514	0.0000	10,829.9881
2021	5.6495	53.0237	38.7196	0.1035	0.2537	2.2556	2.4927	0.0634	2.0760	2.1394	0.0000	10,022.7288	10,022.7288	3.1513	0.0000	10,101.5108
Maximum	**6.3822**	**67.1180**	**39.7953**	**0.1102**	**0.3053**	**2.6652**	**2.9636**	**0.0828**	**2.4529**	**2.5342**	**0.0000**	**10,751.3943**	**10,751.3943**	**3.1514**	**0.0000**	**10,829.9881**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	6.3822	67.1180	39.7953	0.1102	0.3053	2.6652	2.9636	0.0828	2.4529	2.5342	0.0000	10,751.3943	10,751.3943	3.1514	0.0000	10,829.9881
2021	5.6495	53.0237	38.7196	0.1035	0.2537	2.2556	2.4927	0.0634	2.0760	2.1394	0.0000	10,022.7288	10,022.7288	3.1513	0.0000	10,101.5108
Maximum	**6.3822**	**67.1180**	**39.7953**	**0.1102**	**0.3053**	**2.6652**	**2.9636**	**0.0828**	**2.4529**	**2.5342**	**0.0000**	**10,751.3943**	**10,751.3943**	**3.1514**	**0.0000**	**10,829.9881**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**1.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**	**0.0000**	**2.3000e-004**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**1.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**	**0.0000**	**2.3000e-004**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation/Substation Site Construction	Building Construction	4/13/2020	9/11/2020	6	131	
2	Overhead 69kV and 12kV Construction	Building Construction	9/14/2020	1/15/2021	6	107	
3	Underground 12kV Construction	Building Construction	9/14/2020	1/15/2021	6	107	
4	Site Cleanup and Energization	Site Preparation	1/18/2021	1/29/2021	6	11	
5	Soil sampling	Building Construction	2/1/2021	2/26/2021	6	23	
6	Demolition, and fence removal	Demolition	3/1/2021	4/30/2021	6	53	
7	Grading and Hydroseeding	Grading	5/3/2021	5/21/2021	6	17	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation/Substation Site Construction	Cranes	1	8.00	231	0.29
Site Preparation/Substation Site Construction	Excavators	1	9.00	81	0.73

Site Preparation/Substation Site Construction	Forklifts	0	6.00	89	0.20
Site Preparation/Substation Site Construction	Generator Sets	1	8.00	89	0.20
Site Preparation/Substation Site Construction	Off-Highway Trucks	4	9.00	402	0.38
Site Preparation/Substation Site Construction	Plate Compactors	1	8.00	8	0.43
Site Preparation/Substation Site Construction	Rubber Tired Dozers	1	9.00	247	0.40
Site Preparation/Substation Site Construction	Rubber Tired Loaders	2	9.00	203	0.36
Site Preparation/Substation Site Construction	Tractors/Loaders/Backhoes	1	9.00	97	0.37
Overhead 69kV and 12kV Construction	Bore/Drill Rigs	2	8.00	89	0.20
Overhead 69kV and 12kV Construction	Cranes	1	8.00	231	0.29
Overhead 69kV and 12kV Construction	Forklifts	0	6.00	89	0.20
Overhead 69kV and 12kV Construction	Off-Highway Trucks	5	8.00	187	0.41
Overhead 69kV and 12kV Construction	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Underground 12kV Construction	Bore/Drill Rigs	1	8.00	81	0.73
Underground 12kV Construction	Cranes	1	8.00	231	0.29
Underground 12kV Construction	Excavators	1	8.00	89	0.20
Underground 12kV Construction	Forklifts	0	6.00	89	0.20
Underground 12kV Construction	Off-Highway Trucks	4	8.00	247	0.40
Underground 12kV Construction	Other Construction Equipment	1	8.00	172	0.42
Underground 12kV Construction	Plate Compactors	1	8.00	8	0.43
Underground 12kV Construction	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Cleanup and Energization	Cranes	0	4.00	231	0.29
Site Cleanup and Energization	Forklifts	0	6.00	89	0.20
Site Cleanup and Energization	Graders	0	8.00	187	0.41
Site Cleanup and Energization	Off-Highway Trucks	4	8.00	187	0.41
Site Cleanup and Energization	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Soil sampling	Cranes	0	4.00	231	0.29
Soil sampling	Forklifts	0	6.00	89	0.20
Soil sampling	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Demolition, and fence removal	Aerial Lifts	1	8.00	130	0.42
Demolition, and fence removal	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition, and fence removal	Cranes	1	8.00	81	0.73
Demolition, and fence removal	Off-Highway Trucks	2	8.00	80	0.38
Demolition, and fence removal	Rollers	1	8.00	9	0.56
Demolition, and fence removal	Rubber Tired Dozers	0	1.00	247	0.40
Demolition, and fence removal	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading and Hydroseeding	Aerial Lifts	1	8.00	63	0.31
Grading and Hydroseeding	Concrete/Industrial Saws	0	8.00	81	0.73
Grading and Hydroseeding	Cranes	1	8.00	231	0.29
Grading and Hydroseeding	Off-Highway Trucks	2	8.00	402	0.38
Grading and Hydroseeding	Rollers	1	8.00	78	0.48
Grading and Hydroseeding	Rubber Tired Dozers	0	1.00	247	0.40
Grading and Hydroseeding	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation/Substatio	12	14.00	2.00	1,406.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Overhead 69kV and 12kV Construction	9	14.00	2.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Underground 12kV Construction	10	14.00	2.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Site Cleanup and Energization	5	14.00	2.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Soil sampling	0	14.00	2.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Demolition, and fence removal	6	14.00	2.00	9.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading and Hydroseeding	6	14.00	2.00	53.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation/Substation Site Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	6.2346	63.7547	35.5370	0.1004		2.6452	2.6452		2.4388	2.4388		9,705.3511	9,705.3511	3.0837		9,782.4431
Total	**6.2346**	**63.7547**	**35.5370**	**0.1004**		**2.6452**	**2.6452**		**2.4388**	**2.4388**		**9,705.3511**	**9,705.3511**	**3.0837**		**9,782.4431**

3.2 Site Preparation/Substation Site Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0841	3.0996	0.7274	8.3700e-003	0.1867	0.0113	0.1980	0.0511	0.0108	0.0619		897.0964	897.0964	0.0540		898.4472
Vendor	7.9400e-003	0.2241	0.0679	4.9000e-004	0.0120	1.1800e-003	0.0132	3.4600e-003	1.1300e-003	4.6000e-003		51.3825	51.3825	3.2300e-003		51.4633
Worker	0.0556	0.0396	0.3914	9.8000e-004	0.1065	7.4000e-004	0.1072	0.0283	6.8000e-004	0.0289		97.5644	97.5644	2.8100e-003		97.6345
Total	**0.1476**	**3.3632**	**1.1867**	**9.8400e-003**	**0.3053**	**0.0132**	**0.3184**	**0.0828**	**0.0126**	**0.0954**		**1,046.0432**	**1,046.0432**	**0.0601**		**1,047.5451**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	6.2346	63.7547	35.5370	0.1004		2.6452	2.6452		2.4388	2.4388	0.0000	9,705.3511	9,705.3511	3.0837		9,782.4431
Total	**6.2346**	**63.7547**	**35.5370**	**0.1004**		**2.6452**	**2.6452**		**2.4388**	**2.4388**	**0.0000**	**9,705.3511**	**9,705.3511**	**3.0837**		**9,782.4431**

3.2 Site Preparation/Substation Site Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0841	3.0996	0.7274	8.3700e-003	0.1867	0.0113	0.1980	0.0511	0.0108	0.0619		897.0964	897.0964	0.0540		898.4472
Vendor	7.9400e-003	0.2241	0.0679	4.9000e-004	0.0120	1.1800e-003	0.0132	3.4600e-003	1.1300e-003	4.6000e-003		51.3825	51.3825	3.2300e-003		51.4633
Worker	0.0556	0.0396	0.3914	9.8000e-004	0.1065	7.4000e-004	0.1072	0.0283	6.8000e-004	0.0289		97.5644	97.5644	2.8100e-003		97.6345
Total	**0.1476**	**3.3632**	**1.1867**	**9.8400e-003**	**0.3053**	**0.0132**	**0.3184**	**0.0828**	**0.0126**	**0.0954**		**1,046.0432**	**1,046.0432**	**0.0601**		**1,047.5451**

3.3 Overhead 69kV and 12kV Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6752	26.3737	15.8869	0.0447		1.1155	1.1155		1.0262	1.0262		4,329.4978	4,329.4978	1.4003		4,364.5040
Total	**2.6752**	**26.3737**	**15.8869**	**0.0447**		**1.1155**	**1.1155**		**1.0262**	**1.0262**		**4,329.4978**	**4,329.4978**	**1.4003**		**4,364.5040**

3.3 Overhead 69kV and 12kV Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	7.9400e-003	0.2241	0.0679	4.9000e-004	0.0120	1.1800e-003	0.0132	3.4600e-003	1.1300e-003	4.6000e-003		51.3825	51.3825	3.2300e-003		51.4633
Worker	0.0556	0.0396	0.3914	9.8000e-004	0.1065	7.4000e-004	0.1072	0.0283	6.8000e-004	0.0289		97.5644	97.5644	2.8100e-003		97.6345
Total	**0.0635**	**0.2637**	**0.4593**	**1.4700e-003**	**0.1185**	**1.9200e-003**	**0.1205**	**0.0317**	**1.8100e-003**	**0.0335**		**148.9469**	**148.9469**	**6.0400e-003**		**149.0978**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6752	26.3737	15.8869	0.0447		1.1155	1.1155		1.0262	1.0262	0.0000	4,329.4978	4,329.4978	1.4003		4,364.5040
Total	**2.6752**	**26.3737**	**15.8869**	**0.0447**		**1.1155**	**1.1155**		**1.0262**	**1.0262**	**0.0000**	**4,329.4978**	**4,329.4978**	**1.4003**		**4,364.5040**

3.3 Overhead 69kV and 12kV Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	7.9400e-003	0.2241	0.0679	4.9000e-004	0.0120	1.1800e-003	0.0132	3.4600e-003	1.1300e-003	4.6000e-003		51.3825	51.3825	3.2300e-003		51.4633
Worker	0.0556	0.0396	0.3914	9.8000e-004	0.1065	7.4000e-004	0.1072	0.0283	6.8000e-004	0.0289		97.5644	97.5644	2.8100e-003		97.6345
Total	**0.0635**	**0.2637**	**0.4593**	**1.4700e-003**	**0.1185**	**1.9200e-003**	**0.1205**	**0.0317**	**1.8100e-003**	**0.0335**		**148.9469**	**148.9469**	**6.0400e-003**		**149.0978**

3.3 Overhead 69kV and 12kV Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.4223	22.7207	15.4353	0.0447		0.9461	0.9461		0.8704	0.8704		4,330.6243	4,330.6243	1.4006		4,365.6396
Total	**2.4223**	**22.7207**	**15.4353**	**0.0447**		**0.9461**	**0.9461**		**0.8704**	**0.8704**		**4,330.6243**	**4,330.6243**	**1.4006**		**4,365.6396**

3.3 Overhead 69kV and 12kV Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	6.5500e-003	0.2042	0.0595	4.8000e-004	0.0120	5.9000e-004	0.0126	3.4600e-003	5.6000e-004	4.0200e-003		50.9504	50.9504	3.1000e-003		51.0278
Worker	0.0517	0.0355	0.3572	9.5000e-004	0.1065	7.2000e-004	0.1072	0.0283	6.6000e-004	0.0289		94.2430	94.2430	2.5100e-003		94.3058
Total	**0.0582**	**0.2397**	**0.4167**	**1.4300e-003**	**0.1185**	**1.3100e-003**	**0.1198**	**0.0317**	**1.2200e-003**	**0.0329**		**145.1934**	**145.1934**	**5.6100e-003**		**145.3336**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.4223	22.7207	15.4353	0.0447		0.9461	0.9461		0.8704	0.8704	0.0000	4,330.6243	4,330.6243	1.4006		4,365.6396
Total	**2.4223**	**22.7207**	**15.4353**	**0.0447**		**0.9461**	**0.9461**		**0.8704**	**0.8704**	**0.0000**	**4,330.6243**	**4,330.6243**	**1.4006**		**4,365.6396**

3.3 Overhead 69kV and 12kV Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	6.5500e-003	0.2042	0.0595	4.8000e-004	0.0120	5.9000e-004	0.0126	3.4600e-003	5.6000e-004	4.0200e-003		50.9504	50.9504	3.1000e-003		51.0278
Worker	0.0517	0.0355	0.3572	9.5000e-004	0.1065	7.2000e-004	0.1072	0.0283	6.6000e-004	0.0289		94.2430	94.2430	2.5100e-003		94.3058
Total	**0.0582**	**0.2397**	**0.4167**	**1.4300e-003**	**0.1185**	**1.3100e-003**	**0.1198**	**0.0317**	**1.2200e-003**	**0.0329**		**145.1934**	**145.1934**	**5.6100e-003**		**145.3336**

3.4 Underground 12kV Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4629	34.6305	22.9898	0.0559		1.5459	1.5459		1.4230	1.4230		5,400.3717	5,400.3717	1.7390		5,443.8471
Total	**3.4629**	**34.6305**	**22.9898**	**0.0559**		**1.5459**	**1.5459**		**1.4230**	**1.4230**		**5,400.3717**	**5,400.3717**	**1.7390**		**5,443.8471**

3.4 Underground 12kV Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	7.9400e-003	0.2241	0.0679	4.9000e-004	0.0120	1.1800e-003	0.0132	3.4600e-003	1.1300e-003	4.6000e-003		51.3825	51.3825	3.2300e-003		51.4633
Worker	0.0556	0.0396	0.3914	9.8000e-004	0.1065	7.4000e-004	0.1072	0.0283	6.8000e-004	0.0289		97.5644	97.5644	2.8100e-003		97.6345
Total	**0.0635**	**0.2637**	**0.4593**	**1.4700e-003**	**0.1185**	**1.9200e-003**	**0.1205**	**0.0317**	**1.8100e-003**	**0.0335**		**148.9469**	**148.9469**	**6.0400e-003**		**149.0978**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4629	34.6305	22.9898	0.0559		1.5459	1.5459		1.4230	1.4230	0.0000	5,400.3717	5,400.3717	1.7390		5,443.8471
Total	**3.4629**	**34.6305**	**22.9898**	**0.0559**		**1.5459**	**1.5459**		**1.4230**	**1.4230**	**0.0000**	**5,400.3717**	**5,400.3717**	**1.7390**		**5,443.8471**

3.4 Underground 12kV Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	7.9400e-003	0.2241	0.0679	4.9000e-004	0.0120	1.1800e-003	0.0132	3.4600e-003	1.1300e-003	4.6000e-003		51.3825	51.3825	3.2300e-003		51.4633
Worker	0.0556	0.0396	0.3914	9.8000e-004	0.1065	7.4000e-004	0.1072	0.0283	6.8000e-004	0.0289		97.5644	97.5644	2.8100e-003		97.6345
Total	**0.0635**	**0.2637**	**0.4593**	**1.4700e-003**	**0.1185**	**1.9200e-003**	**0.1205**	**0.0317**	**1.8100e-003**	**0.0335**		**148.9469**	**148.9469**	**6.0400e-003**		**149.0978**

3.4 Underground 12kV Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1108	29.8237	22.4508	0.0559		1.3069	1.3069		1.2031	1.2031		5,401.7177	5,401.7177	1.7395		5,445.2041
Total	**3.1108**	**29.8237**	**22.4508**	**0.0559**		**1.3069**	**1.3069**		**1.2031**	**1.2031**		**5,401.7177**	**5,401.7177**	**1.7395**		**5,445.2041**

3.4 Underground 12kV Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	6.5500e-003	0.2042	0.0595	4.8000e-004	0.0120	5.9000e-004	0.0126	3.4600e-003	5.6000e-004	4.0200e-003		50.9504	50.9504	3.1000e-003		51.0278
Worker	0.0517	0.0355	0.3572	9.5000e-004	0.1065	7.2000e-004	0.1072	0.0283	6.6000e-004	0.0289		94.2430	94.2430	2.5100e-003		94.3058
Total	**0.0582**	**0.2397**	**0.4167**	**1.4300e-003**	**0.1185**	**1.3100e-003**	**0.1198**	**0.0317**	**1.2200e-003**	**0.0329**		**145.1934**	**145.1934**	**5.6100e-003**		**145.3336**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1108	29.8237	22.4508	0.0559		1.3069	1.3069		1.2031	1.2031	0.0000	5,401.7177	5,401.7177	1.7395		5,445.2041
Total	**3.1108**	**29.8237**	**22.4508**	**0.0559**		**1.3069**	**1.3069**		**1.2031**	**1.2031**	**0.0000**	**5,401.7177**	**5,401.7177**	**1.7395**		**5,445.2041**

3.4 Underground 12kV Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	6.5500e-003	0.2042	0.0595	4.8000e-004	0.0120	5.9000e-004	0.0126	3.4600e-003	5.6000e-004	4.0200e-003		50.9504	50.9504	3.1000e-003		51.0278
Worker	0.0517	0.0355	0.3572	9.5000e-004	0.1065	7.2000e-004	0.1072	0.0283	6.6000e-004	0.0289		94.2430	94.2430	2.5100e-003		94.3058
Total	**0.0582**	**0.2397**	**0.4167**	**1.4300e-003**	**0.1185**	**1.3100e-003**	**0.1198**	**0.0317**	**1.2200e-003**	**0.0329**		**145.1934**	**145.1934**	**5.6100e-003**		**145.3336**

3.5 Site Cleanup and Energization - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	1.5360	13.3016	9.5535	0.0294		0.5559	0.5559		0.5115	0.5115		2,844.1322	2,844.1322	0.9199		2,867.1284
Total	**1.5360**	**13.3016**	**9.5535**	**0.0294**	**0.0000**	**0.5559**	**0.5559**	**0.0000**	**0.5115**	**0.5115**		**2,844.1322**	**2,844.1322**	**0.9199**		**2,867.1284**

3.5 Site Cleanup and Energization - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	6.5500e-003	0.2042	0.0595	4.8000e-004	0.0120	5.9000e-004	0.0126	3.4600e-003	5.6000e-004	4.0200e-003		50.9504	50.9504	3.1000e-003		51.0278
Worker	0.0517	0.0355	0.3572	9.5000e-004	0.1065	7.2000e-004	0.1072	0.0283	6.6000e-004	0.0289		94.2430	94.2430	2.5100e-003		94.3058
Total	**0.0582**	**0.2397**	**0.4167**	**1.4300e-003**	**0.1185**	**1.3100e-003**	**0.1198**	**0.0317**	**1.2200e-003**	**0.0329**		**145.1934**	**145.1934**	**5.6100e-003**		**145.3336**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	1.5360	13.3016	9.5535	0.0294		0.5559	0.5559		0.5115	0.5115	0.0000	2,844.1322	2,844.1322	0.9199		2,867.1284
Total	**1.5360**	**13.3016**	**9.5535**	**0.0294**	**0.0000**	**0.5559**	**0.5559**	**0.0000**	**0.5115**	**0.5115**	**0.0000**	**2,844.1322**	**2,844.1322**	**0.9199**		**2,867.1284**

3.5 Site Cleanup and Energization - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	6.5500e-003	0.2042	0.0595	4.8000e-004	0.0120	5.9000e-004	0.0126	3.4600e-003	5.6000e-004	4.0200e-003		50.9504	50.9504	3.1000e-003		51.0278
Worker	0.0517	0.0355	0.3572	9.5000e-004	0.1065	7.2000e-004	0.1072	0.0283	6.6000e-004	0.0289		94.2430	94.2430	2.5100e-003		94.3058
Total	**0.0582**	**0.2397**	**0.4167**	**1.4300e-003**	**0.1185**	**1.3100e-003**	**0.1198**	**0.0317**	**1.2200e-003**	**0.0329**		**145.1934**	**145.1934**	**5.6100e-003**		**145.3336**

3.6 Soil sampling - 2021

Unmitigated Construction On-Site

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

3.6 Soil sampling - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	6.5500e-003	0.2042	0.0595	4.8000e-004	0.0120	5.9000e-004	0.0126	3.4600e-003	5.6000e-004	4.0200e-003		50.9504	50.9504	3.1000e-003		51.0278
Worker	0.0517	0.0355	0.3572	9.5000e-004	0.1065	7.2000e-004	0.1072	0.0283	6.6000e-004	0.0289		94.2430	94.2430	2.5100e-003		94.3058
Total	**0.0582**	**0.2397**	**0.4167**	**1.4300e-003**	**0.1185**	**1.3100e-003**	**0.1198**	**0.0317**	**1.2200e-003**	**0.0329**		**145.1934**	**145.1934**	**5.6100e-003**		**145.3336**

Mitigated Construction On-Site

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

3.6 Soil sampling - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	6.5500e-003	0.2042	0.0595	4.8000e-004	0.0120	5.9000e-004	0.0126	3.4600e-003	5.6000e-004	4.0200e-003		50.9504	50.9504	3.1000e-003		51.0278
Worker	0.0517	0.0355	0.3572	9.5000e-004	0.1065	7.2000e-004	0.1072	0.0283	6.6000e-004	0.0289		94.2430	94.2430	2.5100e-003		94.3058
Total	**0.0582**	**0.2397**	**0.4167**	**1.4300e-003**	**0.1185**	**1.3100e-003**	**0.1198**	**0.0317**	**1.2200e-003**	**0.0329**		**145.1934**	**145.1934**	**5.6100e-003**		**145.3336**

3.7 Demolition, and fence removal - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0368	0.0000	0.0368	5.5700e-003	0.0000	5.5700e-003			0.0000			0.0000
Off-Road	0.9419	8.2591	6.9082	8.6400e-003		0.5532	0.5532		0.5090	0.5090		837.6707	837.6707	0.2709		844.4437
Total	**0.9419**	**8.2591**	**6.9082**	**8.6400e-003**	**0.0368**	**0.5532**	**0.5900**	**5.5700e-003**	**0.5090**	**0.5145**		**837.6707**	**837.6707**	**0.2709**		**844.4437**

3.7 Demolition, and fence removal - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.2300e-003	0.0450	0.0107	1.3000e-004	2.9500e-003	1.6000e-004	3.1100e-003	8.1000e-004	1.5000e-004	9.6000e-004		14.0275	14.0275	8.4000e-004		14.0485
Vendor	6.5500e-003	0.2042	0.0595	4.8000e-004	0.0120	5.9000e-004	0.0126	3.4600e-003	5.6000e-004	4.0200e-003		50.9504	50.9504	3.1000e-003		51.0278
Worker	0.0517	0.0355	0.3572	9.5000e-004	0.1065	7.2000e-004	0.1072	0.0283	6.6000e-004	0.0289		94.2430	94.2430	2.5100e-003		94.3058
Total	**0.0595**	**0.2847**	**0.4274**	**1.5600e-003**	**0.1215**	**1.4700e-003**	**0.1230**	**0.0325**	**1.3700e-003**	**0.0339**		**159.2209**	**159.2209**	**6.4500e-003**		**159.3820**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0368	0.0000	0.0368	5.5700e-003	0.0000	5.5700e-003			0.0000			0.0000
Off-Road	0.9419	8.2591	6.9082	8.6400e-003		0.5532	0.5532		0.5090	0.5090	0.0000	837.6707	837.6707	0.2709		844.4437
Total	**0.9419**	**8.2591**	**6.9082**	**8.6400e-003**	**0.0368**	**0.5532**	**0.5900**	**5.5700e-003**	**0.5090**	**0.5145**	**0.0000**	**837.6707**	**837.6707**	**0.2709**		**844.4437**

3.7 Demolition, and fence removal - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	1.2300e-003	0.0450	0.0107	1.3000e-004	2.9500e-003	1.6000e-004	3.1100e-003	8.1000e-004	1.5000e-004	9.6000e-004		14.0275	14.0275	8.4000e-004		14.0485
Vendor	6.5500e-003	0.2042	0.0595	4.8000e-004	0.0120	5.9000e-004	0.0126	3.4600e-003	5.6000e-004	4.0200e-003		50.9504	50.9504	3.1000e-003		51.0278
Worker	0.0517	0.0355	0.3572	9.5000e-004	0.1065	7.2000e-004	0.1072	0.0283	6.6000e-004	0.0289		94.2430	94.2430	2.5100e-003		94.3058
Total	**0.0595**	**0.2847**	**0.4274**	**1.5600e-003**	**0.1215**	**1.4700e-003**	**0.1230**	**0.0325**	**1.3700e-003**	**0.0339**		**159.2209**	**159.2209**	**6.4500e-003**		**159.3820**

3.8 Grading and Hydroseeding - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0809	0.0000	0.0809	9.5400e-003	0.0000	9.5400e-003			0.0000			0.0000
Off-Road	2.0828	20.2423	14.8617	0.0402		0.8511	0.8511		0.7830	0.7830		3,892.2352	3,892.2352	1.2588		3,923.7059
Total	**2.0828**	**20.2423**	**14.8617**	**0.0402**	**0.0809**	**0.8511**	**0.9320**	**9.5400e-003**	**0.7830**	**0.7926**		**3,892.2352**	**3,892.2352**	**1.2588**		**3,923.7059**

3.8 Grading and Hydroseeding - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0226	0.8263	0.1957	2.4000e-003	0.0542	2.8800e-003	0.0571	0.0148	2.7500e-003	0.0176		257.5378	257.5378	0.0154		257.9224
Vendor	6.5500e-003	0.2042	0.0595	4.8000e-004	0.0120	5.9000e-004	0.0126	3.4600e-003	5.6000e-004	4.0200e-003		50.9504	50.9504	3.1000e-003		51.0278
Worker	0.0517	0.0355	0.3572	9.5000e-004	0.1065	7.2000e-004	0.1072	0.0283	6.6000e-004	0.0289		94.2430	94.2430	2.5100e-003		94.3058
Total	**0.0808**	**1.0660**	**0.6124**	**3.8300e-003**	**0.1728**	**4.1900e-003**	**0.1769**	**0.0466**	**3.9700e-003**	**0.0505**		**402.7312**	**402.7312**	**0.0210**		**403.2559**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0809	0.0000	0.0809	9.5400e-003	0.0000	9.5400e-003			0.0000			0.0000
Off-Road	2.0828	20.2423	14.8617	0.0402		0.8511	0.8511		0.7830	0.7830	0.0000	3,892.2352	3,892.2352	1.2588		3,923.7059
Total	**2.0828**	**20.2423**	**14.8617**	**0.0402**	**0.0809**	**0.8511**	**0.9320**	**9.5400e-003**	**0.7830**	**0.7926**	**0.0000**	**3,892.2352**	**3,892.2352**	**1.2588**		**3,923.7059**

3.8 Grading and Hydroseeding - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0226	0.8263	0.1957	2.4000e-003	0.0542	2.8800e-003	0.0571	0.0148	2.7500e-003	0.0176		257.5378	257.5378	0.0154		257.9224
Vendor	6.5500e-003	0.2042	0.0595	4.8000e-004	0.0120	5.9000e-004	0.0126	3.4600e-003	5.6000e-004	4.0200e-003		50.9504	50.9504	3.1000e-003		51.0278
Worker	0.0517	0.0355	0.3572	9.5000e-004	0.1065	7.2000e-004	0.1072	0.0283	6.6000e-004	0.0289		94.2430	94.2430	2.5100e-003		94.3058
Total	**0.0808**	**1.0660**	**0.6124**	**3.8300e-003**	**0.1728**	**4.1900e-003**	**0.1769**	**0.0466**	**3.9700e-003**	**0.0505**		**402.7312**	**402.7312**	**0.0210**		**403.2559**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Industrial	10.00	5.00	6.50	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

5.2 Energy by Land Use - NaturalGas

Mitigated

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

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Unmitigated	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	**1.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**		**2.3000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	**1.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**		**2.3000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Lambert Substation Project (Construction Only) Addendum

Sacramento Metropolitan AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	1.00	User Defined Unit	0.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.5	**Precipitation Freq (Days)**	58
Climate Zone	6			**Operational Year**	2021
Utility Company	Sacramento Municipal Utility District				
CO2 Intensity (lb/MWhr)	590.31	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Addendum

Land Use -

Construction Phase - Construction Schedule per Tables PD-1, PD-2, and PD-3 in the project description

Off-road Equipment - Equipment per Table PD-3

Off-road Equipment - Equipment per PD-3

Off-road Equipment - Equipment per Table PD-3

Off-road Equipment - Equipment per Table PD-3

Off-road Equipment - Equipment per Table PD-3; increased hours per day by one hour for Ex., trucks, doz., loaders, and backhoes, to reflect extra export and imports.

Off-road Equipment - assume no HD equipment during sampling

Off-road Equipment - Equipment per Table PD-3

Off-road Equipment - Equipment per Table PD-3

Trips and VMT - Site prep. increased truck trips by 156 (114 for imports, and 42 for exports).

Demolition - estimated tons using measured area of concrete, metal fencing, and metal substation unit and 2400lbs/cy for concrete and 600lbs/cy for metal per CalRecycle

Grading - Increased material imported by 300 cy and material exported by 800 cy.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	0.00	131.00
tblConstructionPhase	NumDays	0.00	107.00
tblConstructionPhase	NumDays	0.00	107.00
tblConstructionPhase	NumDays	0.00	23.00
tblConstructionPhase	NumDays	0.00	53.00
tblConstructionPhase	NumDays	0.00	17.00
tblConstructionPhase	NumDays	0.00	11.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00

tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblGrading	AcresOfGrading	0.00	1.00
tblGrading	MaterialExported	0.00	1,012.00
tblGrading	MaterialImported	0.00	512.00
tblOffRoadEquipment	HorsePower	63.00	130.00
tblOffRoadEquipment	HorsePower	221.00	89.00
tblOffRoadEquipment	HorsePower	221.00	81.00
tblOffRoadEquipment	HorsePower	231.00	81.00
tblOffRoadEquipment	HorsePower	158.00	81.00
tblOffRoadEquipment	HorsePower	158.00	89.00
tblOffRoadEquipment	HorsePower	84.00	89.00
tblOffRoadEquipment	HorsePower	402.00	187.00
tblOffRoadEquipment	HorsePower	402.00	247.00
tblOffRoadEquipment	HorsePower	402.00	187.00
tblOffRoadEquipment	HorsePower	402.00	80.00
tblOffRoadEquipment	HorsePower	80.00	9.00
tblOffRoadEquipment	HorsePower	80.00	78.00
tblOffRoadEquipment	LoadFactor	0.31	0.42
tblOffRoadEquipment	LoadFactor	0.50	0.20
tblOffRoadEquipment	LoadFactor	0.50	0.73
tblOffRoadEquipment	LoadFactor	0.29	0.73
tblOffRoadEquipment	LoadFactor	0.38	0.73
tblOffRoadEquipment	LoadFactor	0.38	0.20
tblOffRoadEquipment	LoadFactor	0.74	0.20

tblOffRoadEquipment	LoadFactor	0.38	0.41
tblOffRoadEquipment	LoadFactor	0.38	0.40
tblOffRoadEquipment	LoadFactor	0.38	0.41
tblOffRoadEquipment	LoadFactor	0.38	0.56
tblOffRoadEquipment	LoadFactor	0.38	0.48
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	8.00	9.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00

tblTripsAndVMT	HaulingTripNumber	0.00	1,406.00
tblTripsAndVMT	HaulingTripNumber	191.00	53.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	0.00	14.00
tblTripsAndVMT	WorkerTripNumber	0.00	14.00
tblTripsAndVMT	WorkerTripNumber	0.00	14.00
tblTripsAndVMT	WorkerTripNumber	13.00	14.00
tblTripsAndVMT	WorkerTripNumber	0.00	14.00
tblTripsAndVMT	WorkerTripNumber	15.00	14.00
tblTripsAndVMT	WorkerTripNumber	15.00	14.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.7118	7.2865	4.2723	0.0121	0.0301	0.2994	0.3295	8.1600e-003	0.2758	0.2840	0.0000	1,067.4241	1,067.4241	0.3211	0.0000	1,075.4508
2021	0.0909	0.8292	0.6367	1.5100e-003	9.6300e-003	0.0397	0.0493	2.3700e-003	0.0365	0.0389	0.0000	132.8456	132.8456	0.0398	0.0000	133.8402
Maximum	**0.7118**	**7.2865**	**4.2723**	**0.0121**	**0.0301**	**0.2994**	**0.3295**	**8.1600e-003**	**0.2758**	**0.2840**	**0.0000**	**1,067.4241**	**1,067.4241**	**0.3211**	**0.0000**	**1,075.4508**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.7118	7.2865	4.2723	0.0121	0.0301	0.2994	0.3295	8.1600e-003	0.2758	0.2840	0.0000	1,067.4229	1,067.4229	0.3211	0.0000	1,075.4496
2021	0.0909	0.8292	0.6367	1.5100e-003	9.6300e-003	0.0397	0.0493	2.3700e-003	0.0365	0.0389	0.0000	132.8454	132.8454	0.0398	0.0000	133.8401
Maximum	**0.7118**	**7.2865**	**4.2723**	**0.0121**	**0.0301**	**0.2994**	**0.3295**	**8.1600e-003**	**0.2758**	**0.2840**	**0.0000**	**1,067.4229**	**1,067.4229**	**0.3211**	**0.0000**	**1,075.4496**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	3-2-2020	6-1-2020	1.5722	1.5722
2	6-2-2020	9-1-2020	2.8928	2.8928
3	9-2-2020	12-1-2020	2.6097	2.6097
4	12-2-2020	3-1-2021	1.3341	1.3341
5	3-2-2021	6-1-2021	0.4362	0.4362
		Highest	2.8928	2.8928

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**3.0000e-005**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**3.0000e-005**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation/Substation Site Construction	Building Construction	4/13/2020	9/11/2020	6	131	
2	Overhead 69kV and 12kV Construction	Building Construction	9/14/2020	1/15/2021	6	107	
3	Underground 12kV Construction	Building Construction	9/14/2020	1/15/2021	6	107	
4	Site Cleanup and Energization	Site Preparation	1/18/2021	1/29/2021	6	11	
5	Soil sampling	Building Construction	2/1/2021	2/26/2021	6	23	
6	Demolition, and fence removal	Demolition	3/1/2021	4/30/2021	6	53	
7	Grading and Hydroseeding	Grading	5/3/2021	5/21/2021	6	17	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation/Substation Site Construction	Cranes	1	8.00	231	0.29
Site Preparation/Substation Site Construction	Excavators	1	9.00	81	0.73
Site Preparation/Substation Site Construction	Forklifts	0	6.00	89	0.20
Site Preparation/Substation Site Construction	Generator Sets	1	8.00	89	0.20
Site Preparation/Substation Site Construction	Off-Highway Trucks	4	9.00	402	0.38
Site Preparation/Substation Site Construction	Plate Compactors	1	8.00	8	0.43
Site Preparation/Substation Site Construction	Rubber Tired Dozers	1	9.00	247	0.40

Site Preparation/Substation Site Construction	Rubber Tired Loaders	2	9.00	203	0.36
Site Preparation/Substation Site Construction	Tractors/Loaders/Backhoes	1	9.00	97	0.37
Overhead 69kV and 12kV Construction	Bore/Drill Rigs	2	8.00	89	0.20
Overhead 69kV and 12kV Construction	Cranes	1	8.00	231	0.29
Overhead 69kV and 12kV Construction	Forklifts	0	6.00	89	0.20
Overhead 69kV and 12kV Construction	Off-Highway Trucks	5	8.00	187	0.41
Overhead 69kV and 12kV Construction	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Underground 12kV Construction	Bore/Drill Rigs	1	8.00	81	0.73
Underground 12kV Construction	Cranes	1	8.00	231	0.29
Underground 12kV Construction	Excavators	1	8.00	89	0.20
Underground 12kV Construction	Forklifts	0	6.00	89	0.20
Underground 12kV Construction	Off-Highway Trucks	4	8.00	247	0.40
Underground 12kV Construction	Other Construction Equipment	1	8.00	172	0.42
Underground 12kV Construction	Plate Compactors	1	8.00	8	0.43
Underground 12kV Construction	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Cleanup and Energization	Cranes	0	4.00	231	0.29
Site Cleanup and Energization	Forklifts	0	6.00	89	0.20
Site Cleanup and Energization	Graders	0	8.00	187	0.41
Site Cleanup and Energization	Off-Highway Trucks	4	8.00	187	0.41
Site Cleanup and Energization	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Soil sampling	Cranes	0	4.00	231	0.29
Soil sampling	Forklifts	0	6.00	89	0.20
Soil sampling	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Demolition, and fence removal	Aerial Lifts	1	8.00	130	0.42
Demolition, and fence removal	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition, and fence removal	Cranes	1	8.00	81	0.73
Demolition, and fence removal	Off-Highway Trucks	2	8.00	80	0.38

Demolition, and fence removal	Rollers	1	8.00	9	0.56
Demolition, and fence removal	Rubber Tired Dozers	0	1.00	247	0.40
Demolition, and fence removal	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading and Hydroseeding	Aerial Lifts	1	8.00	63	0.31
Grading and Hydroseeding	Concrete/Industrial Saws	0	8.00	81	0.73
Grading and Hydroseeding	Cranes	1	8.00	231	0.29
Grading and Hydroseeding	Off-Highway Trucks	2	8.00	402	0.38
Grading and Hydroseeding	Rollers	1	8.00	78	0.48
Grading and Hydroseeding	Rubber Tired Dozers	0	1.00	247	0.40
Grading and Hydroseeding	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation/Substatio	12	14.00	2.00	1,406.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Overhead 69kV and 12kV Construction	9	14.00	2.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Underground 12kV Construction	10	14.00	2.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Site Cleanup and Energization	5	14.00	2.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Soil sampling	0	14.00	2.00	0.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Demolition, and fence removal	6	14.00	2.00	9.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Grading and Hydroseeding	6	14.00	2.00	53.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation/Substation Site Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.4084	4.1759	2.3277	6.5800e-003		0.1733	0.1733		0.1597	0.1597	0.0000	576.6978	576.6978	0.1832	0.0000	581.2786
Total	**0.4084**	**4.1759**	**2.3277**	**6.5800e-003**		**0.1733**	**0.1733**		**0.1597**	**0.1597**	**0.0000**	**576.6978**	**576.6978**	**0.1832**	**0.0000**	**581.2786**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.4000e-003	0.2020	0.0456	5.5000e-004	0.0119	7.2000e-004	0.0126	3.2600e-003	6.9000e-004	3.9500e-003	0.0000	53.7883	53.7883	3.1300e-003	0.0000	53.8665
Vendor	5.0000e-004	0.0147	4.1000e-003	3.0000e-005	7.7000e-004	8.0000e-005	8.4000e-004	2.2000e-004	7.0000e-005	2.9000e-004	0.0000	3.0996	3.0996	1.8000e-004	0.0000	3.1042
Worker	3.4100e-003	2.3100e-003	0.0254	7.0000e-005	6.7300e-003	5.0000e-005	6.7800e-003	1.7900e-003	4.0000e-005	1.8400e-003	0.0000	5.9673	5.9673	1.7000e-004	0.0000	5.9715
Total	**9.3100e-003**	**0.2190**	**0.0751**	**6.5000e-004**	**0.0194**	**8.5000e-004**	**0.0202**	**5.2700e-003**	**8.0000e-004**	**6.0800e-003**	**0.0000**	**62.8552**	**62.8552**	**3.4800e-003**	**0.0000**	**62.9421**

3.2 Site Preparation/Substation Site Construction - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.4084	4.1759	2.3277	6.5800e-003		0.1733	0.1733		0.1597	0.1597	0.0000	576.6971	576.6971	0.1832	0.0000	581.2780
Total	**0.4084**	**4.1759**	**2.3277**	**6.5800e-003**		**0.1733**	**0.1733**		**0.1597**	**0.1597**	**0.0000**	**576.6971**	**576.6971**	**0.1832**	**0.0000**	**581.2780**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.4000e-003	0.2020	0.0456	5.5000e-004	0.0119	7.2000e-004	0.0126	3.2600e-003	6.9000e-004	3.9500e-003	0.0000	53.7883	53.7883	3.1300e-003	0.0000	53.8665
Vendor	5.0000e-004	0.0147	4.1000e-003	3.0000e-005	7.7000e-004	8.0000e-005	8.4000e-004	2.2000e-004	7.0000e-005	2.9000e-004	0.0000	3.0996	3.0996	1.8000e-004	0.0000	3.1042
Worker	3.4100e-003	2.3100e-003	0.0254	7.0000e-005	6.7300e-003	5.0000e-005	6.7800e-003	1.7900e-003	4.0000e-005	1.8400e-003	0.0000	5.9673	5.9673	1.7000e-004	0.0000	5.9715
Total	**9.3100e-003**	**0.2190**	**0.0751**	**6.5000e-004**	**0.0194**	**8.5000e-004**	**0.0202**	**5.2700e-003**	**8.0000e-004**	**6.0800e-003**	**0.0000**	**62.8552**	**62.8552**	**3.4800e-003**	**0.0000**	**62.9421**

3.3 Overhead 69kV and 12kV Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1257	1.2396	0.7467	2.1000e-003		0.0524	0.0524		0.0482	0.0482	0.0000	184.5998	184.5998	0.0597	0.0000	186.0923
Total	**0.1257**	**1.2396**	**0.7467**	**2.1000e-003**		**0.0524**	**0.0524**		**0.0482**	**0.0482**	**0.0000**	**184.5998**	**184.5998**	**0.0597**	**0.0000**	**186.0923**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6000e-004	0.0105	2.9400e-003	2.0000e-005	5.5000e-004	5.0000e-005	6.0000e-004	1.6000e-004	5.0000e-005	2.1000e-004	0.0000	2.2242	2.2242	1.3000e-004	0.0000	2.2275
Worker	2.4500e-003	1.6600e-003	0.0182	5.0000e-005	4.8300e-003	3.0000e-005	4.8700e-003	1.2900e-003	3.0000e-005	1.3200e-003	0.0000	4.2818	4.2818	1.2000e-004	0.0000	4.2849
Total	**2.8100e-003**	**0.0122**	**0.0212**	**7.0000e-005**	**5.3800e-003**	**8.0000e-005**	**5.4700e-003**	**1.4500e-003**	**8.0000e-005**	**1.5300e-003**	**0.0000**	**6.5060**	**6.5060**	**2.5000e-004**	**0.0000**	**6.5123**

3.3 Overhead 69kV and 12kV Construction - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1257	1.2396	0.7467	2.1000e-003		0.0524	0.0524		0.0482	0.0482	0.0000	184.5995	184.5995	0.0597	0.0000	186.0921
Total	**0.1257**	**1.2396**	**0.7467**	**2.1000e-003**		**0.0524**	**0.0524**		**0.0482**	**0.0482**	**0.0000**	**184.5995**	**184.5995**	**0.0597**	**0.0000**	**186.0921**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6000e-004	0.0105	2.9400e-003	2.0000e-005	5.5000e-004	5.0000e-005	6.0000e-004	1.6000e-004	5.0000e-005	2.1000e-004	0.0000	2.2242	2.2242	1.3000e-004	0.0000	2.2275
Worker	2.4500e-003	1.6600e-003	0.0182	5.0000e-005	4.8300e-003	3.0000e-005	4.8700e-003	1.2900e-003	3.0000e-005	1.3200e-003	0.0000	4.2818	4.2818	1.2000e-004	0.0000	4.2849
Total	**2.8100e-003**	**0.0122**	**0.0212**	**7.0000e-005**	**5.3800e-003**	**8.0000e-005**	**5.4700e-003**	**1.4500e-003**	**8.0000e-005**	**1.5300e-003**	**0.0000**	**6.5060**	**6.5060**	**2.5000e-004**	**0.0000**	**6.5123**

3.3 Overhead 69kV and 12kV Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0157	0.1477	0.1003	2.9000e-004		6.1500e-003	6.1500e-003		5.6600e-003	5.6600e-003	0.0000	25.5364	25.5364	8.2600e-003	0.0000	25.7429
Total	**0.0157**	**0.1477**	**0.1003**	**2.9000e-004**		**6.1500e-003**	**6.1500e-003**		**5.6600e-003**	**5.6600e-003**	**0.0000**	**25.5364**	**25.5364**	**8.2600e-003**	**0.0000**	**25.7429**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.0000e-005	1.3300e-003	3.6000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	3.0000e-005	0.0000	0.3050	0.3050	2.0000e-005	0.0000	0.3055
Worker	3.2000e-004	2.1000e-004	2.3000e-003	1.0000e-005	6.7000e-004	0.0000	6.7000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5720	0.5720	2.0000e-005	0.0000	0.5724
Total	**3.6000e-004**	**1.5400e-003**	**2.6600e-003**	**1.0000e-005**	**7.5000e-004**	**0.0000**	**7.5000e-004**	**2.0000e-004**	**0.0000**	**2.1000e-004**	**0.0000**	**0.8771**	**0.8771**	**4.0000e-005**	**0.0000**	**0.8779**

3.3 Overhead 69kV and 12kV Construction - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0157	0.1477	0.1003	2.9000e-004		6.1500e-003	6.1500e-003		5.6600e-003	5.6600e-003	0.0000	25.5364	25.5364	8.2600e-003	0.0000	25.7428
Total	**0.0157**	**0.1477**	**0.1003**	**2.9000e-004**		**6.1500e-003**	**6.1500e-003**		**5.6600e-003**	**5.6600e-003**	**0.0000**	**25.5364**	**25.5364**	**8.2600e-003**	**0.0000**	**25.7428**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.0000e-005	1.3300e-003	3.6000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	3.0000e-005	0.0000	0.3050	0.3050	2.0000e-005	0.0000	0.3055
Worker	3.2000e-004	2.1000e-004	2.3000e-003	1.0000e-005	6.7000e-004	0.0000	6.7000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5720	0.5720	2.0000e-005	0.0000	0.5724
Total	**3.6000e-004**	**1.5400e-003**	**2.6600e-003**	**1.0000e-005**	**7.5000e-004**	**0.0000**	**7.5000e-004**	**2.0000e-004**	**0.0000**	**2.1000e-004**	**0.0000**	**0.8771**	**0.8771**	**4.0000e-005**	**0.0000**	**0.8779**

3.4 Underground 12kV Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1628	1.6276	1.0805	2.6300e-003		0.0727	0.0727		0.0669	0.0669	0.0000	230.2593	230.2593	0.0742	0.0000	232.1130
Total	**0.1628**	**1.6276**	**1.0805**	**2.6300e-003**		**0.0727**	**0.0727**		**0.0669**	**0.0669**	**0.0000**	**230.2593**	**230.2593**	**0.0742**	**0.0000**	**232.1130**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6000e-004	0.0105	2.9400e-003	2.0000e-005	5.5000e-004	5.0000e-005	6.0000e-004	1.6000e-004	5.0000e-005	2.1000e-004	0.0000	2.2242	2.2242	1.3000e-004	0.0000	2.2275
Worker	2.4500e-003	1.6600e-003	0.0182	5.0000e-005	4.8300e-003	3.0000e-005	4.8700e-003	1.2900e-003	3.0000e-005	1.3200e-003	0.0000	4.2818	4.2818	1.2000e-004	0.0000	4.2849
Total	**2.8100e-003**	**0.0122**	**0.0212**	**7.0000e-005**	**5.3800e-003**	**8.0000e-005**	**5.4700e-003**	**1.4500e-003**	**8.0000e-005**	**1.5300e-003**	**0.0000**	**6.5060**	**6.5060**	**2.5000e-004**	**0.0000**	**6.5123**

3.4 Underground 12kV Construction - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1628	1.6276	1.0805	2.6300e-003		0.0727	0.0727		0.0669	0.0669	0.0000	230.2591	230.2591	0.0742	0.0000	232.1128
Total	**0.1628**	**1.6276**	**1.0805**	**2.6300e-003**		**0.0727**	**0.0727**		**0.0669**	**0.0669**	**0.0000**	**230.2591**	**230.2591**	**0.0742**	**0.0000**	**232.1128**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6000e-004	0.0105	2.9400e-003	2.0000e-005	5.5000e-004	5.0000e-005	6.0000e-004	1.6000e-004	5.0000e-005	2.1000e-004	0.0000	2.2242	2.2242	1.3000e-004	0.0000	2.2275
Worker	2.4500e-003	1.6600e-003	0.0182	5.0000e-005	4.8300e-003	3.0000e-005	4.8700e-003	1.2900e-003	3.0000e-005	1.3200e-003	0.0000	4.2818	4.2818	1.2000e-004	0.0000	4.2849
Total	**2.8100e-003**	**0.0122**	**0.0212**	**7.0000e-005**	**5.3800e-003**	**8.0000e-005**	**5.4700e-003**	**1.4500e-003**	**8.0000e-005**	**1.5300e-003**	**0.0000**	**6.5060**	**6.5060**	**2.5000e-004**	**0.0000**	**6.5123**

3.4 Underground 12kV Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0202	0.1939	0.1459	3.6000e-004		8.4900e-003	8.4900e-003		7.8200e-003	7.8200e-003	0.0000	31.8523	31.8523	0.0103	0.0000	32.1087
Total	**0.0202**	**0.1939**	**0.1459**	**3.6000e-004**		**8.4900e-003**	**8.4900e-003**		**7.8200e-003**	**7.8200e-003**	**0.0000**	**31.8523**	**31.8523**	**0.0103**	**0.0000**	**32.1087**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.0000e-005	1.3300e-003	3.6000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	3.0000e-005	0.0000	0.3050	0.3050	2.0000e-005	0.0000	0.3055
Worker	3.2000e-004	2.1000e-004	2.3000e-003	1.0000e-005	6.7000e-004	0.0000	6.7000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5720	0.5720	2.0000e-005	0.0000	0.5724
Total	**3.6000e-004**	**1.5400e-003**	**2.6600e-003**	**1.0000e-005**	**7.5000e-004**	**0.0000**	**7.5000e-004**	**2.0000e-004**	**0.0000**	**2.1000e-004**	**0.0000**	**0.8771**	**0.8771**	**4.0000e-005**	**0.0000**	**0.8779**

3.4 Underground 12kV Construction - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0202	0.1939	0.1459	3.6000e-004		8.4900e-003	8.4900e-003		7.8200e-003	7.8200e-003	0.0000	31.8523	31.8523	0.0103	0.0000	32.1087
Total	**0.0202**	**0.1939**	**0.1459**	**3.6000e-004**		**8.4900e-003**	**8.4900e-003**		**7.8200e-003**	**7.8200e-003**	**0.0000**	**31.8523**	**31.8523**	**0.0103**	**0.0000**	**32.1087**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.0000e-005	1.3300e-003	3.6000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	3.0000e-005	0.0000	0.3050	0.3050	2.0000e-005	0.0000	0.3055
Worker	3.2000e-004	2.1000e-004	2.3000e-003	1.0000e-005	6.7000e-004	0.0000	6.7000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5720	0.5720	2.0000e-005	0.0000	0.5724
Total	**3.6000e-004**	**1.5400e-003**	**2.6600e-003**	**1.0000e-005**	**7.5000e-004**	**0.0000**	**7.5000e-004**	**2.0000e-004**	**0.0000**	**2.1000e-004**	**0.0000**	**0.8771**	**0.8771**	**4.0000e-005**	**0.0000**	**0.8779**

3.5 Site Cleanup and Energization - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.4500e-003	0.0732	0.0525	1.6000e-004		3.0600e-003	3.0600e-003		2.8100e-003	2.8100e-003	0.0000	14.1908	14.1908	4.5900e-003	0.0000	14.3056
Total	**8.4500e-003**	**0.0732**	**0.0525**	**1.6000e-004**	**0.0000**	**3.0600e-003**	**3.0600e-003**	**0.0000**	**2.8100e-003**	**2.8100e-003**	**0.0000**	**14.1908**	**14.1908**	**4.5900e-003**	**0.0000**	**14.3056**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.0000e-005	1.1300e-003	3.0000e-004	0.0000	6.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.2581	0.2581	1.0000e-005	0.0000	0.2585
Worker	2.7000e-004	1.7000e-004	1.9500e-003	1.0000e-005	5.7000e-004	0.0000	5.7000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4840	0.4840	1.0000e-005	0.0000	0.4843
Total	**3.0000e-004**	**1.3000e-003**	**2.2500e-003**	**1.0000e-005**	**6.3000e-004**	**0.0000**	**6.4000e-004**	**1.7000e-004**	**0.0000**	**1.7000e-004**	**0.0000**	**0.7421**	**0.7421**	**2.0000e-005**	**0.0000**	**0.7428**

3.5 Site Cleanup and Energization - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.4500e-003	0.0732	0.0525	1.6000e-004		3.0600e-003	3.0600e-003		2.8100e-003	2.8100e-003	0.0000	14.1908	14.1908	4.5900e-003	0.0000	14.3056
Total	**8.4500e-003**	**0.0732**	**0.0525**	**1.6000e-004**	**0.0000**	**3.0600e-003**	**3.0600e-003**	**0.0000**	**2.8100e-003**	**2.8100e-003**	**0.0000**	**14.1908**	**14.1908**	**4.5900e-003**	**0.0000**	**14.3056**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.0000e-005	1.1300e-003	3.0000e-004	0.0000	6.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.2581	0.2581	1.0000e-005	0.0000	0.2585
Worker	2.7000e-004	1.7000e-004	1.9500e-003	1.0000e-005	5.7000e-004	0.0000	5.7000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4840	0.4840	1.0000e-005	0.0000	0.4843
Total	**3.0000e-004**	**1.3000e-003**	**2.2500e-003**	**1.0000e-005**	**6.3000e-004**	**0.0000**	**6.4000e-004**	**1.7000e-004**	**0.0000**	**1.7000e-004**	**0.0000**	**0.7421**	**0.7421**	**2.0000e-005**	**0.0000**	**0.7428**

3.6 Soil sampling - 2021

Unmitigated Construction On-Site

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

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.0000e-005	2.3500e-003	6.3000e-004	1.0000e-005	1.3000e-004	1.0000e-005	1.4000e-004	4.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.5397	0.5397	3.0000e-005	0.0000	0.5405
Worker	5.6000e-004	3.6000e-004	4.0700e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	1.0120	1.0120	3.0000e-005	0.0000	1.0127
Total	**6.3000e-004**	**2.7100e-003**	**4.7000e-003**	**2.0000e-005**	**1.3100e-003**	**2.0000e-005**	**1.3300e-003**	**3.5000e-004**	**2.0000e-005**	**3.7000e-004**	**0.0000**	**1.5517**	**1.5517**	**6.0000e-005**	**0.0000**	**1.5531**

3.6 Soil sampling - 2021

Mitigated Construction On-Site

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

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.0000e-005	2.3500e-003	6.3000e-004	1.0000e-005	1.3000e-004	1.0000e-005	1.4000e-004	4.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.5397	0.5397	3.0000e-005	0.0000	0.5405
Worker	5.6000e-004	3.6000e-004	4.0700e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	1.0120	1.0120	3.0000e-005	0.0000	1.0127
Total	**6.3000e-004**	**2.7100e-003**	**4.7000e-003**	**2.0000e-005**	**1.3100e-003**	**2.0000e-005**	**1.3300e-003**	**3.5000e-004**	**2.0000e-005**	**3.7000e-004**	**0.0000**	**1.5517**	**1.5517**	**6.0000e-005**	**0.0000**	**1.5531**

3.7 Demolition, and fence removal - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.7000e-004	0.0000	9.7000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0250	0.2189	0.1831	2.3000e-004		0.0147	0.0147		0.0135	0.0135	0.0000	20.1379	20.1379	6.5100e-003	0.0000	20.3008
Total	**0.0250**	**0.2189**	**0.1831**	**2.3000e-004**	**9.7000e-004**	**0.0147**	**0.0156**	**1.5000e-004**	**0.0135**	**0.0136**	**0.0000**	**20.1379**	**20.1379**	**6.5100e-003**	**0.0000**	**20.3008**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.0000e-005	1.1900e-003	2.7000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.3403	0.3403	2.0000e-005	0.0000	0.3408
Vendor	1.7000e-004	5.4200e-003	1.4500e-003	1.0000e-005	3.1000e-004	1.0000e-005	3.2000e-004	9.0000e-005	1.0000e-005	1.0000e-004	0.0000	1.2436	1.2436	7.0000e-005	0.0000	1.2454
Worker	1.2800e-003	8.4000e-004	9.3900e-003	3.0000e-005	2.7200e-003	2.0000e-005	2.7400e-003	7.2000e-004	2.0000e-005	7.4000e-004	0.0000	2.3320	2.3320	6.0000e-005	0.0000	2.3336
Total	**1.4800e-003**	**7.4500e-003**	**0.0111**	**4.0000e-005**	**3.1100e-003**	**3.0000e-005**	**3.1400e-003**	**8.3000e-004**	**3.0000e-005**	**8.6000e-004**	**0.0000**	**3.9160**	**3.9160**	**1.5000e-004**	**0.0000**	**3.9198**

3.7 Demolition, and fence removal - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.7000e-004	0.0000	9.7000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0250	0.2189	0.1831	2.3000e-004		0.0147	0.0147		0.0135	0.0135	0.0000	20.1379	20.1379	6.5100e-003	0.0000	20.3007
Total	**0.0250**	**0.2189**	**0.1831**	**2.3000e-004**	**9.7000e-004**	**0.0147**	**0.0156**	**1.5000e-004**	**0.0135**	**0.0136**	**0.0000**	**20.1379**	**20.1379**	**6.5100e-003**	**0.0000**	**20.3007**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.0000e-005	1.1900e-003	2.7000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.3403	0.3403	2.0000e-005	0.0000	0.3408
Vendor	1.7000e-004	5.4200e-003	1.4500e-003	1.0000e-005	3.1000e-004	1.0000e-005	3.2000e-004	9.0000e-005	1.0000e-005	1.0000e-004	0.0000	1.2436	1.2436	7.0000e-005	0.0000	1.2454
Worker	1.2800e-003	8.4000e-004	9.3900e-003	3.0000e-005	2.7200e-003	2.0000e-005	2.7400e-003	7.2000e-004	2.0000e-005	7.4000e-004	0.0000	2.3320	2.3320	6.0000e-005	0.0000	2.3336
Total	**1.4800e-003**	**7.4500e-003**	**0.0111**	**4.0000e-005**	**3.1100e-003**	**3.0000e-005**	**3.1400e-003**	**8.3000e-004**	**3.0000e-005**	**8.6000e-004**	**0.0000**	**3.9160**	**3.9160**	**1.5000e-004**	**0.0000**	**3.9198**

3.8 Grading and Hydroseeding - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.9000e-004	0.0000	6.9000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0177	0.1721	0.1263	3.4000e-004		7.2300e-003	7.2300e-003		6.6600e-003	6.6600e-003	0.0000	30.0133	30.0133	9.7100e-003	0.0000	30.2560
Total	**0.0177**	**0.1721**	**0.1263**	**3.4000e-004**	**6.9000e-004**	**7.2300e-003**	**7.9200e-003**	**8.0000e-005**	**6.6600e-003**	**6.7400e-003**	**0.0000**	**30.0133**	**30.0133**	**9.7100e-003**	**0.0000**	**30.2560**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9000e-004	6.9900e-003	1.6000e-003	2.0000e-005	4.5000e-004	2.0000e-005	4.7000e-004	1.2000e-004	2.0000e-005	1.5000e-004	0.0000	2.0040	2.0040	1.2000e-004	0.0000	2.0069
Vendor	5.0000e-005	1.7400e-003	4.6000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.3989	0.3989	2.0000e-005	0.0000	0.3995
Worker	4.1000e-004	2.7000e-004	3.0100e-003	1.0000e-005	8.7000e-004	1.0000e-005	8.8000e-004	2.3000e-004	1.0000e-005	2.4000e-004	0.0000	0.7480	0.7480	2.0000e-005	0.0000	0.7485
Total	**6.5000e-004**	**9.0000e-003**	**5.0700e-003**	**3.0000e-005**	**1.4200e-003**	**3.0000e-005**	**1.4500e-003**	**3.8000e-004**	**3.0000e-005**	**4.2000e-004**	**0.0000**	**3.1509**	**3.1509**	**1.6000e-004**	**0.0000**	**3.1549**

3.8 Grading and Hydroseeding - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.9000e-004	0.0000	6.9000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0177	0.1721	0.1263	3.4000e-004		7.2300e-003	7.2300e-003		6.6600e-003	6.6600e-003	0.0000	30.0133	30.0133	9.7100e-003	0.0000	30.2559
Total	**0.0177**	**0.1721**	**0.1263**	**3.4000e-004**	**6.9000e-004**	**7.2300e-003**	**7.9200e-003**	**8.0000e-005**	**6.6600e-003**	**6.7400e-003**	**0.0000**	**30.0133**	**30.0133**	**9.7100e-003**	**0.0000**	**30.2559**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9000e-004	6.9900e-003	1.6000e-003	2.0000e-005	4.5000e-004	2.0000e-005	4.7000e-004	1.2000e-004	2.0000e-005	1.5000e-004	0.0000	2.0040	2.0040	1.2000e-004	0.0000	2.0069
Vendor	5.0000e-005	1.7400e-003	4.6000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.3989	0.3989	2.0000e-005	0.0000	0.3995
Worker	4.1000e-004	2.7000e-004	3.0100e-003	1.0000e-005	8.7000e-004	1.0000e-005	8.8000e-004	2.3000e-004	1.0000e-005	2.4000e-004	0.0000	0.7480	0.7480	2.0000e-005	0.0000	0.7485
Total	**6.5000e-004**	**9.0000e-003**	**5.0700e-003**	**3.0000e-005**	**1.4200e-003**	**3.0000e-005**	**1.4500e-003**	**3.8000e-004**	**3.0000e-005**	**4.2000e-004**	**0.0000**	**3.1509**	**3.1509**	**1.6000e-004**	**0.0000**	**3.1549**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Industrial	10.00	5.00	6.50	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.555851	0.039752	0.205040	0.120748	0.020349	0.005402	0.018507	0.022668	0.002052	0.002157	0.005939	0.000618	0.000915

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Unmitigated	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**3.0000e-005**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**3.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

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

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

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

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Lambert Substation Project MND Addendum

February 2020