SMUD®

REVISED
NOTICE OF PREPARATION
OF AN ENVIRONMENTAL IMPACT REPORT

Date: June 25, 2026

To: Agencies and Interested Parties

Lead Agency: Sacramento Municipal Utility District
Environmental Services Department
6201 S Street, MS B209
Sacramento, CA 95817
Contact: Jerry Park

Subject: Revised Notice of Preparation of a Draft Environmental Impact Report for the Twin Cities Solar and Battery Energy Storage System Project (SCH# 2026051027)

Review Period: The public scoping period has been extended from 30 days to 142 days and now closes on Friday, October 16, 2026. Thus, the revised comment period is from May 27, 2026 through October 16, 2026.

Sacramento Municipal Utility District (SMUD) is proposing the Twin Cities Solar and Battery Energy Storage System (BESS) Project (project), which would include installation, operation, and maintenance of a photovoltaic (PV) solar power and BESS renewable energy generation facility interconnected to SMUD's transmission grid. SMUD plans to prepare an Environmental Impact Report (EIR) for the project to satisfy the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000 et seq.) and would serve as the lead agency for CEQA compliance. Throughout the CEQA process, SMUD will coordinate with Sacramento County.

Purpose of Notice: In accordance with the State CEQA Guidelines (14 California Code of Regulations [CCR] Section 15082), SMUD has prepared this Notice of Preparation (NOP) to inform agencies and interested parties that an EIR will be prepared for the above-referenced project. The purpose of an NOP is to provide sufficient information about the project and its potential environmental impacts to allow agencies and interested parties the opportunity to provide a meaningful response related to the scope and content of the EIR, including mitigation measures that should be considered and alternatives that should be addressed (State CEQA Guidelines 14 CCR Section 15082[b]).

Project Description

Project Location: The project is located in unincorporated southeastern Sacramento County, east of the community of Herald, California (Figure 1). The project site is approximately 1,697 acres located adjacent to the north and west boundaries of the decommissioned Rancho Seco Nuclear Generating Station. The northern area is approximately 982 acres and the western area is approximately 715 acres; these areas are adjacent but not contiguous properties and would

be connected by a collector line (Figure 1). The northern project area is bordered by Twin Cities Road to the south and farmland and farm roads to the west, north, and east; the western project area is bordered by Clay East Road to the south, Twin Cities Road to the northwest and

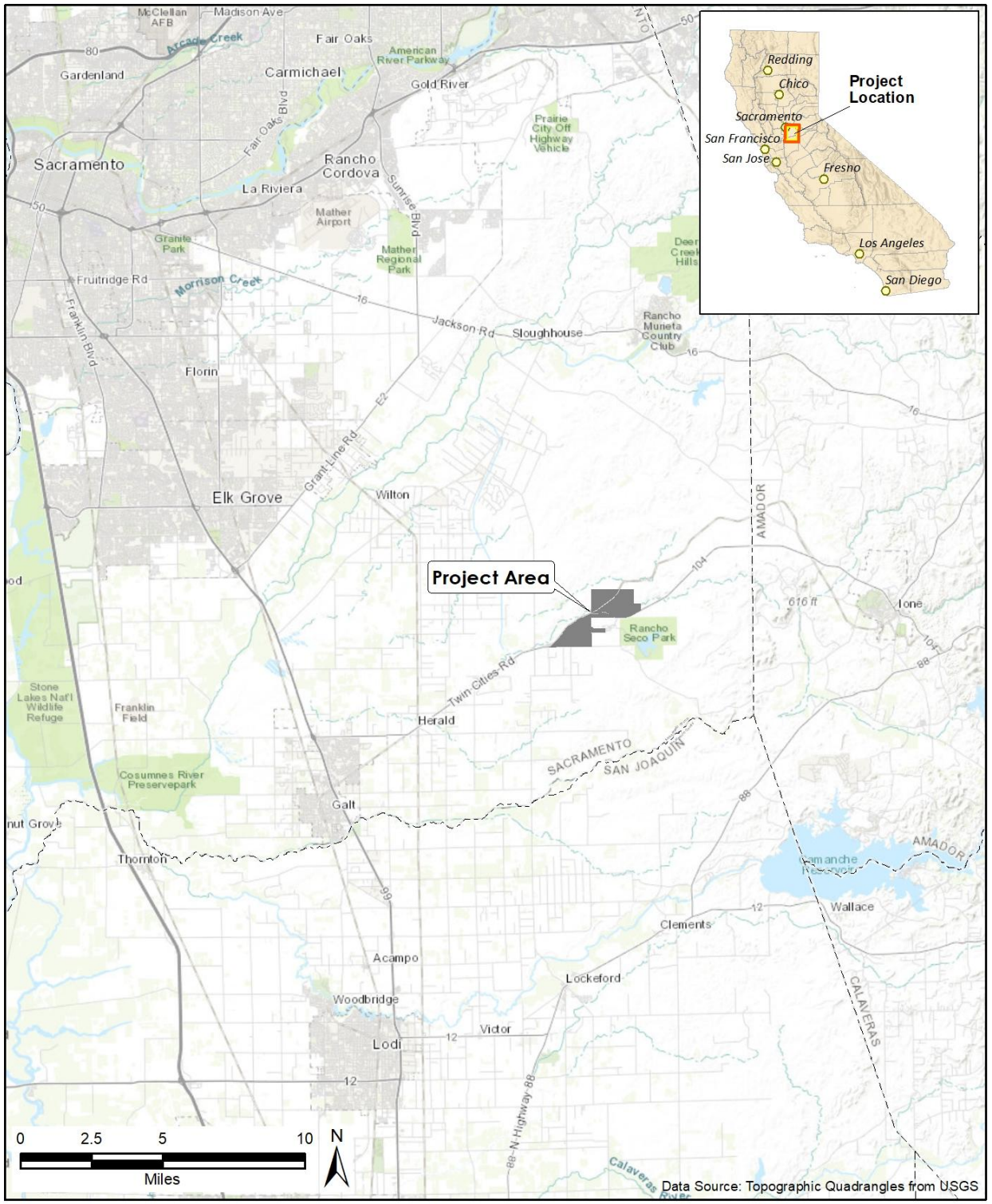

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Figure 1. Regional Location Map

the decommissioned Rancho Seco Nuclear Generating Station to the east. The proposed project site (not inclusive of the overhead 230 kV interconnection line area and Rancho Seco Switchyard) includes spanning 6 parcels (Assessor's Parcel Numbers [APNs] 140-0030-009, 140-0030-023, 140-0050-025, 140-0050-026, a portion of 138-0060-034, and 138-0060-035). It is anticipated that Williamson Act contracts that apply to these parcels within the project site would be nullified pursuant to the SMUD Board of Directors making findings in accordance with California Government Code Section 51292. The overhead 230 kV interconnection line would be located within APN 140-0050-009 or APN 140-0050-010, depending upon final design, and the existing Rancho Seco Switchyard is within APNs 140-0050-008 and 140-0050-009.

Project Objectives: SMUD is committed to developing carbon free renewable energy facilities in a manner that supports the community, protects the environment and respects human rights. SMUD's key objectives for the project include the following:

- Contribute to a diversified energy portfolio that would aid in the continued improvement of air quality in the Sacramento Valley Air Basin by decreasing reliance on fossil fuel combustion for the generation of electricity.
- Reduce SMUD's exposure to price volatility associated with electricity and natural gas.
- Provide a renewable power resource to support the SMUD Board of Directors' 2030 Zero Carbon Plan, approved in 2021, which establishes a flexible pathway for SMUD to eliminate carbon emissions from its power supply by 2030 by developing and procuring dependable renewable resources.
- Develop a project that would deliver a reliable, long-term supply of up to 275 megawatts (MW) of economically feasible solar and up to 275 MW of battery storage that provides grid resiliency at a point of interconnection on the grid managed by SMUD.
- Site the project to avoid natural wetlands and other environmentally sensitive areas as feasible within the available property.
- Develop an agrivoltaics project that integrates compatible agricultural activities such as sheep grazing and/or pollinator habitat into solar operations.
- Design a flexible PV solar energy and battery storage facility that is capable of utilizing the best available, efficient, cost-effective and proven PV solar and storage technology.
- Construct the facility in a location that has ready access to existing electrical infrastructure with available capacity and roads.

Project Components and Characteristics: SMUD is proposing to develop PV solar power and BESS facilities, along with associated interconnection facilities. This includes a generation substation and interconnection tie-lines that would interconnect into the Rancho Seco Switchyard via a new 230 kV interconnection line. The project would provide new power production capacity of up to 275 MW and allow storage of 275 MW at the BESS facility, which would be delivered at the point of interconnection with the electrical grid managed by SMUD (Figure 2). The solar panels and associated infrastructure would be located on approximately 1,328 acres of land within the project site. The Rancho Seco Switchyard would be modified to accept the new interconnection.

The project components would generally be comprised of PV solar modules, PV posts, foundation piles, racking, direct current (DC) collection, alternative current (AC) collection, fencing, roads, creek crossing(s), inverters, medium voltage transformers, generation substation equipment, BESS equipment and an interconnection line between the generation substation

and the Rancho Seco Switchyard. Figure 2 provides a conceptual site layout for the solar and BESS facilities and supporting infrastructure. Based on analysis in the Draft EIR and preliminary design engineering, the area ultimately developed by the project could differ slightly from what is shown in Figure 2. For example, the solar arrays could be arranged differently, the collection line layout altered, the BESS may be in one yard area or may be dispersed within the solar arrays, the generation substation location could be modified, and the interconnection line along with it, or the access roadway or fencing alignments could change. However, the project footprint would not be larger than that shown in Figure 2, which therefore represents the largest potential development footprint. Furthermore, development of the current layout presented in Figure 2 has been guided by resource inventories for natural and cultural resources, and the layout has been sited to avoid known sensitive resources to the extent possible while maintaining project objectives. These siting constraints would be carried forward into future engineering design.

The proposed project would include a control room within the generation substation and an operations facility within the proposed BESS facility that would consist of a building and/or Conex box type storage containers, as determined by the Operations and Management contractor in the later phases of project design.

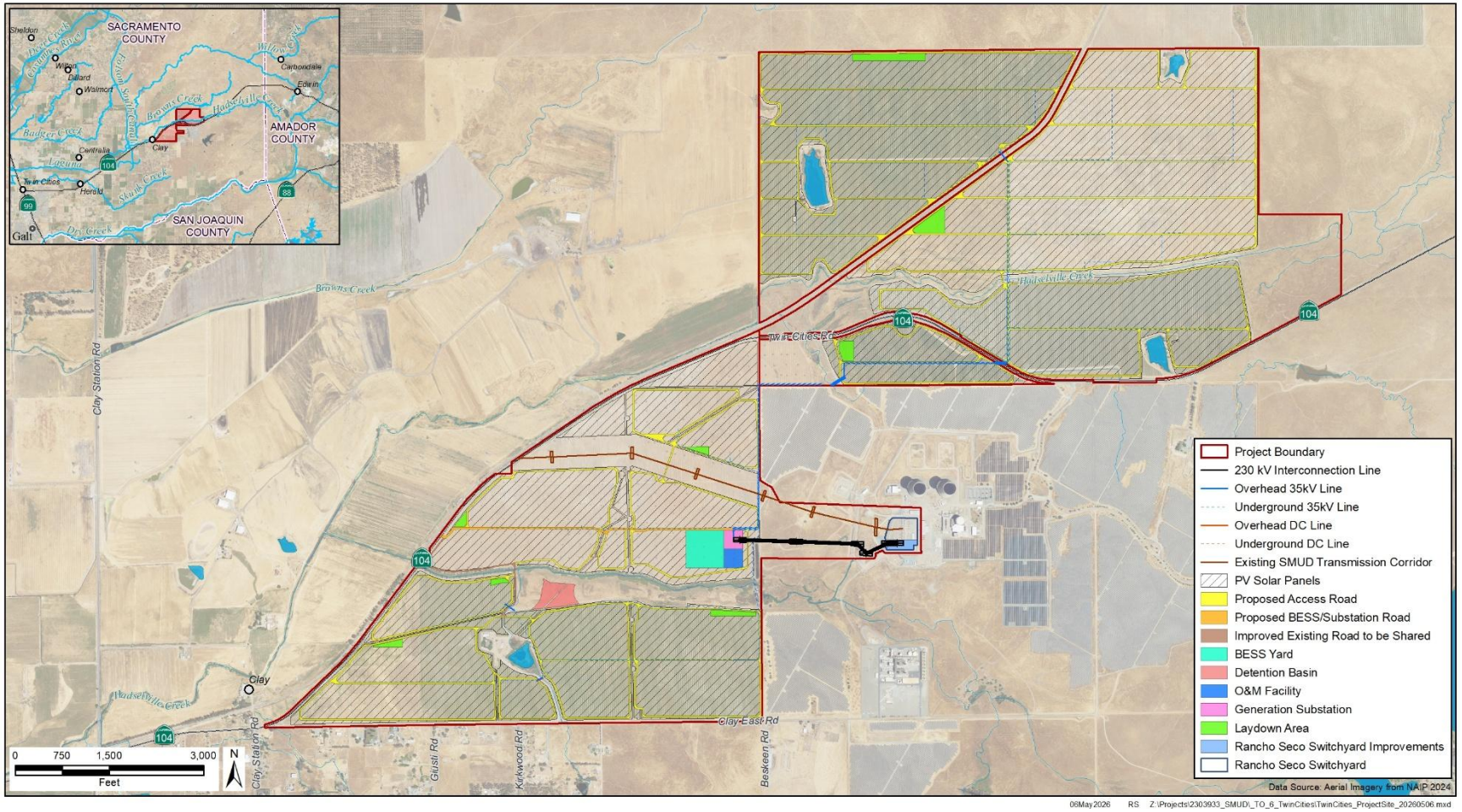

Figure 2. Site Plan with Project Elements

Solar modules, collection systems and inverters

The project would install solar PV module arrays that would convert solar energy directly to electrical power to supply the electrical grid. The project would include PV modules mounted on a single-axis horizontal tracking system or a fixed-tilt system, or a combination of both. The infrastructure described herein would be similar for either a single-axis tracking system or a fixed-tilt system. The solar PV modules would convert the sunlight striking the modules directly into DC power, which would be transformed to AC power via an inverter. The precise configuration of the arrays within the project site may vary to avoid constraints identified over the course of environmental review and further design development.

The project would have a network of AC power cables and communication lines that would connect the array transformers to a medium voltage combining switchgear and communication equipment. The switchgear would connect to the proposed generation substation via an overhead or underground collection system. The project would also include a collector line that would run north-south between the northern part of the site to the western part of the site and would connect both areas of the project site. Where an overhead line is used, it would be supported by approximately 30- to 65-foot-tall wood or steel poles. These lines would follow existing infrastructure easements or access roads when feasible. The onsite substation would transform the final voltage to connect project power infrastructure to the existing SMUD Rancho Seco Switchyard, which then would be delivered to the electrical grid managed by SMUD.

Battery energy storage system

A lithium iron phosphate BESS is proposed to be constructed within the project footprint. Two main types of BESSs are being considered for the project: a DC-coupled and an AC-coupled system. A DC-coupled system would consist of multiple small battery units located on concrete skids or metal posts adjacent to the solar arrays. An AC-coupled system would consist of multiple metal containers similar in size to a shipping container likely located on a concrete pad in a graveled battery storage yard. An employee restroom may be constructed within the BESS yard control center building that would require installing a nearby underground septic system and an onsite groundwater well for water because no public water supply or sewer service is available at the site. The BESS would be connected to the proposed generation substation via an overhead or underground collection system similar to the solar component of the project.

The BESS would comply with National Fire Protection Agency (NFPA) 855 requirements and all other applicable currently adopted editions of NFPA codes. A minimum 10,000-gallon water tank would be located near the BESS facility. Water tank sizing shall be determined per NFPA 1142. A hazard mitigation analysis would be conducted and hazards would be addressed through mitigation measures such as spatial separation, battery management systems, deflagration control in accordance with NFPA 68 & 69, and fire alarm systems.

Substation

The proposed onsite substation would be operated to increase the voltage of the electricity generated from the PV arrays or stored in the BESS. The substation would be a minimum of 300 feet by 600 feet and designed to meet SMUD design requirement, Authority Having Jurisdiction (AHJ) requirements and industry guidelines. The site may include adjacent parking for employees and leach fields for septic, which may impact the footprint. The substation would include one or two generation step-up transformers, high voltage and medium voltage breakers, bus work, backup power provided from the local utility, site control enclosure containing

protective relaying, meters, potential restroom facilities, lighting, and a dedicated perimeter fence. Emergency generators may be needed in the event of loss of station service.

The substation site would be graveled and improved with compacted materials and foundations to support electrical equipment and supporting infrastructure. The substation structures would range in height from approximately 20 to 85 feet. Security fencing would be placed around the perimeter of the new substation and would consist of chain link topped by barbed wire, up to a height of 9 feet. Station service is planned to be provided via one of the adjacent electrical distribution lines. Emergency generators are also planned in the event of loss of station service. An employee restroom may be constructed within the control enclosure that would require installing a nearby underground septic system and an onsite groundwater well for water because no public water supply or sewer service is available at the site.

Rancho Seco Switchyard modifications

The 275 MW solar and battery storage project would interconnect to SMUD's bulk electric system at the Rancho Seco 230 kV Switchyard via a 230 kV interconnection tie-line. The point of interconnection would be at the disconnect switch of the project's interconnection tie-line, inside the Rancho Seco 230 kV Switchyard. As part of the interconnection requirements, the project would need to modify the existing 230 kV Rancho Seco Switchyard, which is a switchyard in a breaker and half bus configuration. The modifications would include building out a bay, adding two 230 kV circuit breakers and associated disconnect switches and ground switches, bus work, structures, metering and telecom and all associated equipment. The work needed would occur within the existing footprint of the Rancho Seco Switchyard.

Interconnection lines

The interconnection of the project to SMUD's grid would be accomplished through interconnecting the project substation to the existing 230 kV Rancho Seco Switchyard via a new 230 kV overhead interconnection line up to approximately 0.75 mile. The interconnection line would leave the new project generation substation and would terminate at an interconnection line structure installed within the existing footprint of the Rancho Seco Switchyard. SMUD proposes to install new overhead generation interconnection lines on galvanized steel poles from the proposed onsite substation to the adjacent Rancho Seco Switchyard. The new poles would be up to approximately 130 feet tall.

The overhead interconnection line would be designed to reduce raptor and other bird collisions and electrocutions in compliance with SMUD's current Avian Protection Plan (APP) standards (SMUD 2016). Avian protection design standards and mortality reduction measures in the SMUD APP include installing flight diverters to increase overhead wire visibility in high-risk collision areas and using 60-inch clearance (minimum vertical separation of 36 inches from phase to ground on single-phase structures or 43 inches between energized conductors and ground on three-phase structures) pole design in eagle/raptor use areas. In addition, the APP requires that avian injuries and mortalities be reported to the SMUD APP Coordinator and that corrective actions be implemented if high mortality rates or avian caused power outages are recorded. Observations of injured or deceased birds during routine inspections are reported to SMUD's APP Coordinator.

Facility finishes

All project facilities, including operations and maintenance buildings, poles, array facilities, would blend in with the colors found in the natural landscape, and all color treatments would be matte or nonglossy finishes.

Access and internal road improvements

Primary access, during both construction and operation, would be provided via a network of existing and newly constructed roads, which may be paved, graveled or dirt. During construction, main entry to the project site would be from existing entrances along Twin Cities Road. Construction of the interconnection line and Rancho Seco Switchyard modifications may be accessed through the decommissioned Rancho Seco Nuclear Generating Station. To the extent possible, existing earthen farm roads within the site would be improved and utilized to access the PV solar panels. The access road leading to the substation and BESS yards would be paved to facilitate ongoing maintenance and accommodate emergency vehicles. Internal roads within the site will be upgraded with gravel overlays to minimize dust and air quality impacts during construction and to reduce dust accumulation on the solar panels in the future. Approximately 16 to 20 feet wide earthen or graveled roads would be constructed throughout the site and between arrays where existing farm roads are insufficient or additional access is needed. Upon project completion, primary access would be maintained through the driveway entrances off Twin Cities Road, while the Clay East Road entrance would be reserved for emergency vehicle use only.

Two creek crossings in the project area currently contain agricultural bridges that may require improvement and additional temporary or permanent crossings may be needed depending on access requirements. One of the existing bridge crossings is located north of Twin Cities Road in the northern project area, on Hadselville Creek. The other existing bridge crossing is located east of Twin Cities Road and west of the substation in the western project area, on an unnamed tributary to Hadselville Creek.

Utilities

Existing overhead distribution lines adjacent to and within the project site may be used to provide energy to project infrastructure during construction and operation of the project. Some existing distribution lines may need to be removed, reconfigured and/or placed underground.

Groundwater Wells

One or more existing groundwater wells would be used to provide water for construction and operations. It is likely that one new groundwater well would be installed to provide water for the restroom(s).

Fencing

The entire project site would be fenced to restrict access to authorized personnel only, improve safety, isolate electrical equipment, protect onsite improvements from theft and vandalism, and minimize potential conflicts with surrounding land use. An eight-foot-high chain-link security fence topped with 1 foot of barbed wire razor ribbon supported on inclined steel post extensions would be installed around the perimeter of the new substation and BESS facility. A six-foot-high chain-link fence topped with an anti-climb topper would be placed around the PV area. A small gap at the bottom would allow small wildlife species (e.g., small mammals, reptiles, and

amphibians) passage under the fence surrounding the PV area. No gap will be left around high voltage areas such as the substation and BESS facility. The final location and design of the fencing would depend on the final design of the project.

Lighting

The project would include permanent external safety lighting on the substation, BESS, entrances to the arrays and certain array or BESS related equipment such as medium voltage combining switchgear. Safety and permanent lighting at the entrances, inverters, medium voltage combining switchgear would generally be switched off and only switched on if maintenance is required outside of daylight hours. Lighting at the BESS and Substation entrances would be motion-sensored or on from dusk until dawn. Some motion-sensored lights would be installed along perimeters for security. All lighting would be light-emitting diode (LED), shielded and angled downward, and comply with dark sky standards. Bright white light, such as metal halide, halogen, fluorescent, mercury vapor and incandescent lighting would not be used during construction.

Temporary lighting may be necessary during construction and operations to complete occasional nightwork.

Meteorological station and telecommunications

Meteorological stations, approximately 10 to 15 feet in height, would be installed within the PV solar field. Telecommunications would be provided by a local provider or a microwave/satellite communications tower. Underground and/or overhead fiber optic cables would be installed onsite and along the interconnection and collection between the solar areas, BESS yard and the generation substation.

Project Construction: Construction of the project would take approximately 18 months to 2 years and could begin as early as the 2nd quarter of 2028 and conclude in 2030. Preconstruction activities would include permitting, preconstruction resource surveys, geotechnical and other surveying, and installation of fencing. Additional fencing within the project site would be installed to protect sensitive resources (such as vernal pools and seasonal wetlands) and would remain in place during construction of the project. The fencing would be checked periodically, including after storms, and any debris build up removed by maintenance personnel. Additionally, the contractor would begin to mobilize for construction. Construction mobilization would include preparing and constructing site access road improvements, establishing temporary construction trailers and sanitary facilities, preparing initial construction staging areas, and preparing water access areas near existing onsite wells. The project would utilize one or more existing groundwater wells to provide water for construction and operations. It is likely that one new groundwater well would be installed to provide water for the restroom(s).

Construction staging and the temporary construction trailer/office would be located within the project site. Temporary construction lighting also may be necessary. Construction lighting would be shielded and angled downwards. Mobile lighting units would be used as needed for night-time construction activities and would also be shielded and angled downwards. Construction staging areas would be used to store construction materials, worker parking, and provide a designated area for receiving construction deliveries, including temporary parking for delivery trucks waiting to unload. The staging areas would be cleared of vegetation during construction and may be graveled. Upon completion of construction, staging areas would be restored

consistent with the rest of the site to post-construction conditions. Other temporary staging / laydown areas would also be established within the main project site during construction.

After establishment of the staging area(s), project construction would begin with initial site preparation work. Where there are vineyards, the vines and irrigation systems would be removed. Grading would be minimized to the extent feasible within the solar array areas and would be consistent with the setback requirements. Within the solar array area, limited and localized grading may be used to prepare the site for post and PV modules installation, construct inverter foundations, establish stormwater basins, and enhance or construct new access roads. Grading would likely be required for the proposed BESS yard and substation. It is assumed that earthwork would be balanced onsite to the degree feasible, and up to 160,000 cubic yards of imported material would be required for laydown yard and access road surfacing.

Following site preparation, vertical support posts would be driven into the ground and capped after installation. These posts would hold the support structures, or tables, on which PV modules would be mounted. Trenches for the underground AC and DC cabling and collection, and the foundations for the inverter enclosures and transformers, would be prepared. Trenching would occur within each array to place the AC and DC electrical cables underground. Horizontal directional drilling (HDD) may be used to install the AC and DC electrical cables under the creek crossing or roads. Upon placing the cables in the trenches, the trenches would be backfilled, and previous contours restored to the maximum extent feasible. The trenches for these cables are typically up to 4 feet deep. During construction the trenches would be covered when not in active construction or ramps provided to ensure wildlife would be able to escape. Slab/Mat foundations and/or piles would be prepared for the BESS and generation substation components as well as for the interconnection poles and connector poles.

Once the foundations are complete, the BESS and generation substation equipment would be delivered, placed, and mounted on foundations. The BESS and generation substation components would be connected and prepared for commissioning and energization. The 230kV interconnection poles would be set at their foundation sites and conductor would be strung between the different facilities prior to commissioning and energization.

Typical construction equipment such as scrapers, dozers, dump trucks, watering trucks, motor graders, vibratory compactors, sheepsfoot, trenching and cable installation equipment (HDD), and backhoes would be used during construction. Other construction equipment that may be used would include generators, all-terrain vehicles (ATVs), pickup trucks, loaders, excavators, skid loaders, directional and other drilling equipment, road reclaimers, post drivers, forklifts, a mobile crane, and a boom lift.

Post-construction, most of the site would be vegetated with grazing and pollinator friendly vegetation, with the exception of the footprints of areas developed for new facilities including the substation, BESS yard, the solar panel support posts, the foundations for the inverters, switchgear, and transformers and roadways.

Fuel may be stored onsite during peak construction activities and would be stored consistent with standard construction best management practices. Self-contained concrete washout stations may be needed on the project site to support concrete foundation installation.

Construction workforce

The expected number of construction workers onsite daily would vary by construction phase, with an expected daily average of 250 workers and daily peak of 550 workers onsite during the construction phase. The construction workforce is expected to arrive at the project site between approximately 6:00 a.m. and 7:00 a.m. and leave the site between approximately 4:00 p.m. and 5:00 p.m., Monday through Friday for most of the project construction period. During hotter weather, construction may occur from 6:00 a.m. through 8:00 p.m. on weekdays, and from 8:00 a.m. to 6:00 p.m. on Saturdays, as allowed under the Sacramento County Noise Ordinance. However, to maintain the project construction schedule, complete critical activities, and accommodate deliveries, the project could require occasional night work. The number of personnel onsite during nighttime construction would depend upon the nature of the construction activity or materials being delivered to the site. As needed, mobile shielded lighting units would be used to accommodate temporary construction activities.

Access and traffic

Most of the traffic generated during project construction would be from construction workers commuting and the delivery of components and equipment. Primary access to the project site during construction would be provided from Twin Cities Road, as shown in Figure 2. In addition, a temporary turn lane may be required from Twin Cities Road onto the project site for construction, which could require road widening at that location and temporary construction access improvements. Upon project completion, primary access into the project site would be from Twin Cities Road and the Clay East Road entrance would be limited for emergency vehicle access only.

In addition to construction workforce trips, project construction would require the following types of vehicle trips (all heavy vehicles): equipment and material deliveries; excavation, debris, and material hauling; and visitors, inspectors, and management.

Most construction traffic would originate from Twin Cities Road (State Route 104) via State Route 99. Materials would generally be delivered outside of the peak morning and afternoon traffic hours to the extent feasible and would be delivered to the designated receiving area. The materials would then be distributed within the site as needed. The expected number of truck trips per day would vary by construction phase; however, the total truck trips for construction activities would be approximately 14,400.

Setbacks

A 50-foot setback would be established from onsite ponds, creeks, vernal pools, and seasonal wetlands where feasible. Wildlife friendly fencing would be used to demarcate the buffer and protect the vernal pools and seasonal wetlands during construction. A 100-foot setback would be established from the BESS equipment to the BESS fenceline.

Grading and vegetation removal

Grading and vegetation removal is proposed along the access roads, within the PV solar array area, at the location of the inverters and transformers, at the BESS yard, and the generation substation. Tree removal is not anticipated. However, if tree removal is required, applicable County tree ordinances would be adhered to. Following project construction, most of the site occupied by solar panels would be vegetated with grazing and pollinator friendly vegetation.

Other site improvements

To help prepare the project site for development of the project, the following site improvements would be completed: installation of a temporary 12 kV line to provide power at staging yards; and relocating, placing underground, or removing existing 12 kV lines providing power to wells.

Construction waste management and recycling

Construction activities would generate waste and recyclables that in some cases may require offsite disposal. The California Green Building Code requires that 65 percent of construction and demolition waste be diverted from landfills. Waste generated from the proposed project during site preparation and construction activities may consist of the following types of waste:

- Scrap metal – copper wire, iron, steel, and aluminum.
- Solid waste – trash, cardboard, wood products, inert organics, and concrete.
- Minimal hazardous waste – fuel, lubricants, and oils used by construction equipment.

All waste shipped offsite would be transported in accordance with the Department of Transportation, Code of Federal Regulations (CFR) Title 49, Subtitle B, Chapter I and California Code of Regulations (CCR), Title 13, Division 2. Hazardous waste generated would be properly stored and disposed of in accordance with federal, state, and local regulations. No hazardous waste is expected to be generated during construction; however, construction equipment uses various hazardous materials (diesel fuel, oil, solvents, etc.). If disposal of these materials were needed, they would be disposed of offsite in accordance with all applicable laws pertaining to the handling and disposal of hazardous waste.

Operation and Maintenance Activities: The project would operate 7 days per week. One to three regular onsite employees may be required for approximately half the work week, and some personnel may visit the site to monitor, maintain, and if needed, repair the system. PV panels may be periodically washed with water during project operation, as needed. To conservatively estimate potential panel washing operational water use, it is estimated that solar panels would be washed once per year in case of excessive soiling. The project may also require occasional repair or replacement of project components. Inverters may require replacement every 10 years, while PV panels generally last 30 to 40 years. Thus, infrastructure replacement is expected to be rare. Other operational activities include BESS equipment maintenance, interconnection equipment maintenance, production reporting, equipment inspecting and testing, and similar activities. General site maintenance would include vegetation management, road maintenance, removal of debris from fences, clearing or replacing existing culverts, and general upkeep of the facility.

After construction is complete, the project site would also potentially be used for sheep grazing and maintenance of pollinator friendly vegetation. Vegetation would grow under and between the modules to prevent erosion and provide forage for sheep to graze.

Pickup trucks, flatbeds, forklifts, and loaders may be used for routine maintenance. Large, heavy-haul, transport equipment would also occasionally be used to repair or replace equipment. Non-hazardous waste would be collected in designated locations and picked up/disposed of by a local waste disposal or recycling company. Oil, electronic equipment, and other potentially hazardous waste would be collected, stored, and disposed of in accordance with applicable laws and regulations.

Preventive maintenance kits and certain critical spare equipment would be stored onsite in a small structure or storage container, while all other components would be readily available from a remote warehouse facility. A Pest Management Plan would be prepared for the project prior to

approval of improvement/grading plans for operations and maintenance that would identify the methods and frequency for management of weeds, insects, disease and vertebrate pests that may impact the project and adjacent sites.

Safety controls

Health and safety plans would be developed for the construction and operational phases of the project. While project-specific plans have not yet been prepared, the plans would call for implementation of various measures including safety signage in accordance with applicable regulatory requirements.

Upon completion of the project the contractor is required to provide an Emergency Response Plan onsite and to local emergency responders that outlines emergency actions and responsibilities during various emergency scenarios. The contractor is responsible to train the fire department on the plan.

Project Decommissioning and Site Restoration: At the end of the project's useful life, which is anticipated up to 35 years, the solar panels and associated infrastructure would either be repowered or decommissioned.

Currently, standard decommissioning practices include dismantling and repurposing, salvaging/recycling, or disposing of the solar energy improvements, and site stabilization. Actual decommissioning and site restoration activities for the project would be conducted in accordance with all applicable requirements in effect at the time of project termination, and a final decommissioning plan, based on then-current technology, site conditions, and regulations, would be prepared prior to actual decommissioning.

Under current standard decommissioning practices, solar modules are removed, collected, and recycled or disposed of at a properly licensed landfill. Some or all components (i.e., aluminum and steel components) are salvaged and/or recycled, as feasible. Components that cannot be salvaged are removed and disposed of in accordance with applicable laws and regulations.

All components of the underground system would be removed down to 6 feet below ground surface as part of decommissioning activities. Similarly, access roads that would conflict with other land uses would be removed and the aggregate recycled, and roads that are compatible with other land uses would be left in place. Overhead electrical collection lines, poles, and associated components would be disassembled and removed, and reprocessed, sold, salvaged, or otherwise disposed of in an appropriate manner. The site would either be returned to agricultural use or to habitat consistent with the surrounding property.

Substation components including steel, conductors, switches, transformers, fencing, control houses, and other materials, typically would be removed from a site and would be repurposed, salvaged, or recycled, or disposed of in an appropriate manner.

Some grading may be required to re-contour access road areas or address erosion. Future site restoration activities are assumed to be similar to the procedures used during construction to restore temporarily disturbed areas. Because decommissioning details are uncertain at this time, a separate decommissioning and reclamation plan would be prepared at the time of decommissioning.

Potential Environmental Effects

The EIR will describe the significant direct and indirect environmental impacts of the project. The EIR also will evaluate the cumulative impacts of the project, defined as two or more individual effects which when considered together are considerable or compound other environmental impacts. Cumulative impacts result from the incremental impact of a project added to other closely related past, present, and reasonably foreseeable future projects. SMUD anticipates that the project could result in significant environmental impacts in the following resource areas, which will be further evaluated in the EIR to determine the level of significance:

- **Aesthetics**: Temporary and long-term changes in scenic views or visual character of the project site as viewed by motorists on Twin Cities Road and East Clay Road, along with the potential for glare.
- **Agriculture**: Temporary or long-term changes to existing environment and conversion of important farmland to non-agricultural use and nullifying Williamson Act contracts on APNs: 140-0030-009, 140-0030-023, 140-0050-025, 140-0050-026, a portion of 138-0060-034, and 138-0060-035.
- **Air Quality**: Temporary increases in air pollutant emissions associated with construction and operation associated with mobile-source emissions from maintenance worker trips and operation of the emergency backup generator.
- **Biological Resources**: Temporary disturbances or permanent losses of habitats and wildlife corridors; temporary disturbances or permanent losses of state or federally protected wetlands; temporary disturbances or permanent losses of special-status plant, terrestrial, and aquatic species.
- **Cultural Resources**: Temporary or permanent disturbances of known or unknown historical or archaeological resources.
- **Environmental Justice**: Potential to create or worsen existing adverse conditions that would negatively impact communities within SMUD's service area, especially those identified as having a high sensitivity on the Sustainable Communities Resources Priorities Map.
- **Geology and Soils**: Potential soil erosion or loss of topsoil during construction; and potential impacts related to unstable soils, earthquakes, unique geological features, and expansive soils at the project site.
- **Greenhouse Gas Emissions**: Temporary increases in greenhouse gas emissions associated with mobile-source exhaust from construction worker commute trips, truck haul trips, and equipment (e.g., excavators, graders). However, the project provides a source of non GHG producing generation that offsets reliance on electrical generation from fossil fuel power plants.
- **Hazards and Hazardous Materials**: Potential spills of hazardous materials during construction; potential exposure of workers to hazardous materials during construction; and increased exposure to wildland fire risk during construction.
- **Hydrology and Water Quality**: Potential temporary and permanent alterations of local drainage patterns and increases in stormwater peak flow and volumes and potential downstream runoff effects; temporary effects on water quality during construction, including spills of fuel or other hazardous materials; and potential impacts to Federal Emergency Management Agency (FEMA) and local 100-year floodplains and floodways and drainage facilities throughout the site.

- **Land Use and Planning**: Compliance with local and regional adopted plans.
- **Noise**: Temporary increases in noise, including offsite truck traffic noise, and vibration levels during construction, and long-term operational noise sources.
- **Public Services**: Potential impacts to fire and emergency services and maintenance of public roads.
- **Transportation and Traffic**: Temporary increases in traffic and traffic hazards on local roadways (including Twin Cities Road and East Clay Road) during construction.
- **Tribal Cultural Resources**: Potential substantial adverse changes to tribal cultural resources.
- **Utilities and Service Systems:** Potential increase in demand for additional water, wastewater, or solid waste treatment or disposal facilities, and its potential impacts on utility services.
- **Wildfire**: Potential increased exposure to wildland fire risk during construction.

These potential impacts will be assessed and discussed in detail in the EIR, and feasible and practicable mitigation measures will be recommended to reduce any identified significant or potentially significant impacts. The discussion in the EIR will also include an alternatives analysis.

SMUD anticipates that the project would not result in environmental impacts in the following resource areas, which would not be further evaluated in the EIR: energy, mineral resources, population and housing, and recreation.

Potential Approvals and Permits Required: Elements of the project could be subject to permitting and/or approval authority of other agencies. As the lead agency pursuant to CEQA, SMUD is responsible for considering the adequacy of the EIR. Other potential permits required from other agencies could include:

Federal

- **U.S. Army Corps of Engineers (USACE)**: Compliance with Section 404 of the Clean Water Act (CWA) for discharge of fill to Waters of the U.S., if required.
- **U.S. Fish and Wildlife Service (USFWS)**: Section 7 of the Endangered Species Act (ESA) Consultation. Letter of Concurrence for a Not Likely to Adversely Affect (NLAA) determination, if required.
- **State Historic Preservation Office (SHPO)**: Compliance with Section 106 of the National Historic Preservation Act (required in support of CWA Section 404 permit, if required).
- **Federal Emergency Management Agency (FEMA)**: Conditional Letter/Letter of Map Revision (CLOMR/LOMR) for floodplain boundary, if required.

State

- **State Water Resources Control Board (SWRQB)**: Clean Water Act Section 402, construction general permit, if required.
- **Central Valley Regional Water Quality Control Board (CVRWCQB)**: Clean Water Act Section 401, water quality certification; and/or waste discharge permit for waters of the state, if applicable.

- **California Department of Fish and Wildlife (CDFW)**: Compliance with California Endangered Species Act (CESA), potential permits under Section 2081 of the Fish and Game Code if take of listed species is likely to occur; and Section 1602 streambed alteration agreement for construction activities that occur within the bed, bank or channel of waterways, if required.
- **California Department of Transportation**: Encroachment permit and/or transportation management plan for any oversized equipment, such as transformers, if required.

Local

- **Sacramento County: Conditional Use Permit (CUP)**: Improvement Plans/Grading Permit; Encroachment Permits; Approval of development within the floodplain, if applicable.
- **Sacramento Metropolitan Air Quality Management District (SMAQMD):** Authority to Construct/Permit to Operate pursuant to SMAQMD Regulation 2 (Rule 201 et seq.), and Air Quality Management Plan consistency determination.

Document Availability: The NOP is available for public review on SMUD's website:

smud.org/TwinCitiesSolar

Printed copies of the NOP are also available for public review at the following locations:

Sacramento Municipal Utility District
Customer Service Center
6301 S Street
Sacramento, CA 95817

Sacramento Municipal Utility District
East Campus Operations Center
4401 Bradshaw Road
Sacramento, CA 95827

Public Scoping Meeting: A public scoping meeting was held on June 11, 2026 in Herald to share information about the proposed project and gather community input on the scope of the EIR. An additional public meeting will be held before the public comment period closes on October 16, 2026. Meeting details will be provided when available.

Comment Period: Agencies and interested parties may provide SMUD with written comments on topics to be addressed in the EIR for the project. Comments can be provided anytime during the NOP review period but must be received by 5:00 p.m. on October 16, 2026. Please send all comments, with appropriate contact information, to the following address via hard copy or email:

Jerry Park
Sacramento Municipal Utility District
Environmental Services Department
6201 S Street, MS B209
Sacramento, CA 95817
TwinCitiesSolar@smud.org

All comments on environmental issues received during the public comment period will be considered and addressed in the Draft EIR, which is anticipated to be available for public review in early-2027.