Todd Smith, Planning Director
Planning and Environmental Review

Troy Givans, Director
Department of Community Development

Mitigated Negative Declaration

Pursuant to Title 14, Division 6, Chapter 3, Article 6, Sections 15070 and 15071 of the California Code of Regulations and pursuant to the Procedures for Preparation and Processing of Environmental Documents adopted by the County of Sacramento pursuant to Sacramento County Ordinance No. SCC-116, the Environmental Coordinator of Sacramento County, State of California, does prepare, make, declare, publish, and cause to be filed with the County Clerk of Sacramento County, State of California, this Mitigated Negative Declaration re: The Project described as follows:

1. **Control Number**: PLER2025-00150

2. **Title and Short Description of Project**: SMF Fuels Terminal A Fueling Station

   SMF Fuel Company, LLC, in coordination with Sacramento County Department of Airports will construct a new fueling station and install an approximately 5,750 feet pipeline from the existing fuel tank farm located north of the existing airport terminals. The pipeline connecting the fuel farm to the fueling station will be installed using 12-inch pipes and utilize open trenching and horizontal drilling techniques. The fueling station with an oil-water separator as required by the Federal Aviation Administration will be constructed southeast of Terminal A and includes a concrete pad with parking for vehicles used as part of airport operations.

3. **Assessor's Parcel Number(s)**: 201-0160-053, 201-0240-038, 201-0230-044, 201-0230-004, 201-0230-005, 201-0230-006, 201-0230-045, and 201-0240-023

4. **Location of Project**: The project site is located within the Sacramento International Airport (SMF) in the Natomas community of unincorporated Sacramento County. The project site is located north of Airport Boulevard E near the existing Terminal A.

5. **Project Applicant**: SMF Fuels Company, LLC

6. Said project will not have a significant effect on the environment for the following reasons:

   a. It will not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

   b. It will not have the potential to achieve short-term, to the disadvantage of long-term, environmental goals.

   c. It will not have impacts, which are individually limited, but cumulatively considerable.

   d. It will not have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly.

7. As a result, thereof, the preparation of an environmental impact report pursuant to the Environmental Quality Act (Division 13 of the Public Resources Code of the State of California) is not required.

8. The attached Initial Study has been prepared by the Sacramento County Planning and Environmental Review Division in support of this Mitigated Negative Declaration. Further information may be obtained by contacting the Planning and Environmental Review Division at 827 Seventh Street, Room 225, Sacramento, California, 95814, or phone (916) 874-6141

Julie Newton

Julie Newton
Environmental Coordinator
County of Sacramento, State of California

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Appendices

Appendix A: Approved Jurisdictional Determination with extracted exhibits of Drainage Ditches, Approved by the U.S. Army Corps of Engineers April 10, 2026

Appendix B: California Emissions Estimator Model: Detailed report for PLER2025-00150 SMF Fuels Terminal A Fueling Station, Generated July 6, 2026

Appendix C: United States Department of Agriculture Natural Resource Conservation Service Custom Soil Resource Report for Sacramento County, California PLER2025-00150

Due to the length, Appendix A through C is available to view at Sacramento County Planning and Environmental Review, 827 7th Street Room 225, Sacramento, CA 95814 during normal business hours, or online at http://planningdocuments.saccounty.gov

The direct link is:
https://planningdocuments.saccounty.gov/ViewProjectDetails.aspx?ControlNum=PLER2025-00150

COUNTY OF SACRAMENTO
PLANNING AND ENVIRONMENTAL REVIEW
INITIAL STUDY

PROJECT INFORMATION

PROJECT TITLE: SMF Fuels Terminal A Fueling Station

CONTROL NUMBER: PLER2025-00150

LEAD AGENCY: County of Sacramento
827 7th Street, Room 225
Sacramento, CA 95814

PROJECT SPONSOR: SMF Fuel Company, LLC
Carmen Solis
7330 Earhart Drive
Sacramento, CA 95837

LOCATION: The project site is located within the Sacramento International Airport (SMF) in the Natomas community of unincorporated Sacramento County. The project site is located north of Airport Boulevard E near the existing Terminal A (Plate IS-1).

ASSESSOR'S PARCEL NUMBER: 201-0160-053-0000, 201-0240-038-0000, 021-0230-044-0000, 201-0230-004-000, 201-0230-005-0000, 201-0230-006-0000, 201-0230-045-0000, and 201-0240-023-0000

GENERAL PLAN DESIGNATION: PQP - Cemetery, Public, Quasi Public

ZONING: AG-80 – Agricultural- 80 Acres

PROJECT DESCRIPTION

The Sacramento International Airport (SMF) currently performs into-plane (ITP) fueling at Terminal A via refueler trucks that must cross runways and taxiways from the existing tank farm. The project proposes the construction of a refueler truck loading facility with the capacity to fuel two refueler trucks at the same time, installation of approximately 5,750 feet of 12-inch transfer main pipes, approximately 200 feet of 14-inch instrument valve system (IVS) line, and 2,300 feet of 16-inch Jet-A piping from the existing fuel tank farm. Construction of the project is anticipated to last approximately 18 months.

The refueler truck loading facility will be connected to IVS via approximately 5,750 feet of 12-inch transfer main including high-point vents, low-point drains, and associated infrastructure along the transfer main routing. The truck loading facility will include construction of new pavements, two refueler truck loading positions in a concrete containment area, six refueler parking spaces, and an oil-water separator on-site in accordance with SMF and California

Environmental Protection Agency (CalEPA) requirements. In addition, the site will be connected to the existing stormwater drainage system.

The pipeline will be constructed using open trench and horizontal directional drilling (HDD) to cross existing tarmac, runways, and facilities as appropriate.

CONSTRUCTION

The 5,750 feet of 12-inch transfer main pipes, approximately 200 feet of 14-inch IVS line, and 2,300 feet of 16-inch Jet-A piping will be installed using HDD and open trenching techniques. HDD will be used for approximately 2,675 feet of the pipeline, approximately 1,849 feet north of the refueling station to install the pipeline under existing taxiways and ramps, and approximately 826 feet of the pipeline north of Terminal B to install the pipeline under the existing Aircraft Rescue and Firefighting facilities. Open trenching will be used for the installation of the remaining portions of pipeline. Anticipated excavation depths for installation of the pipeline is 10 feet for open trenching activities and 15 feet for HDD activities.

Anticipated construction equipment includes four track-mounted excavators, a crane, a HDD rig, a telehandler, two skid steers, two Gator utility vehicles, four light-duty trucks, four dump trucks, and a water truck. Equipment and materials for the refueling station will be staged on the existing pavement where the refueling station is to be located and to the east of the fueling station in a vacant field. The pipe laydown and fabrication work area for the portions of the pipeline installed by HDD techniques will be located at the northern end of each portion. The laydown area for the approximate 1,849 feet of pipeline installed by HDD techniques will be located east of the existing photovoltaic solar array north of Taxiway W. The laydown area for the approximate 826 feet of pipeline to be installed by HDD techniques will be located north of the Aircraft Rescue and Firefighting facilities and west of the existing tank farm. The HDD laydown and work area will occupy approximately 23,000 square feet and the laydown and work area for the fueling station and general equipment will occupy approximately 102,000 square feet of airport land (reference Table IS-2).

SURROUNDING LAND USES AND SETTING

The project is located within the boundaries of SMF. Land uses surrounding SMF include Agricultural (AG-20 and AG-80) to the north, west and south, and industrial uses (Special Planning Area) to the east (**Plate IS-3**).

The project site is located within the airport operation area (AOA). Generally, the topography throughout SMF is flat with elevations ranging from 18 to 26 feet above sea level. Developed and undeveloped areas within the airport operation area are managed to maintain specific safety requirements pursuant to Federal Aviation Administration (FAA) regulations and Sacramento International Airport Land Use Compatibility Plan (ALUCP).

ENVIRONMENTAL SETTING

The fenced and developed portion of SMF covers approximately 2,800 acres. This area contains two 8,600-foot-long parallel runways (150-foot-wide) with full-length parallel taxiways and one crossfield taxiway connecting the two runways and passenger terminal aprons. Two terminal buildings (Terminals A and B) provide a total of 31 gates. The remaining 3,200 acres of

County property outside of the AOA and terminal complex area is kept in annual grasslands to reduce the potential for conflicts between aircraft and wildlife.

The fueling station site is located southeast of the Terminal A building, north of the public parking lot 51 and is currently paved for use of airport staff and equipment.

There is an extensive network of drainage and agricultural supply ditches that are present throughout the SMF area. Currently some of the ditches are used to transport irrigation water to agricultural fields off County property. All of the drainage and agricultural supply ditches are hydrologically connected to the Sacramento River to the west and south of SMF.

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

Sacramento County

Federal Aviation Administration

U.S. Army Corps of Engineers

California Regional Water Quality Control Board

Plate IS-1: Project Location

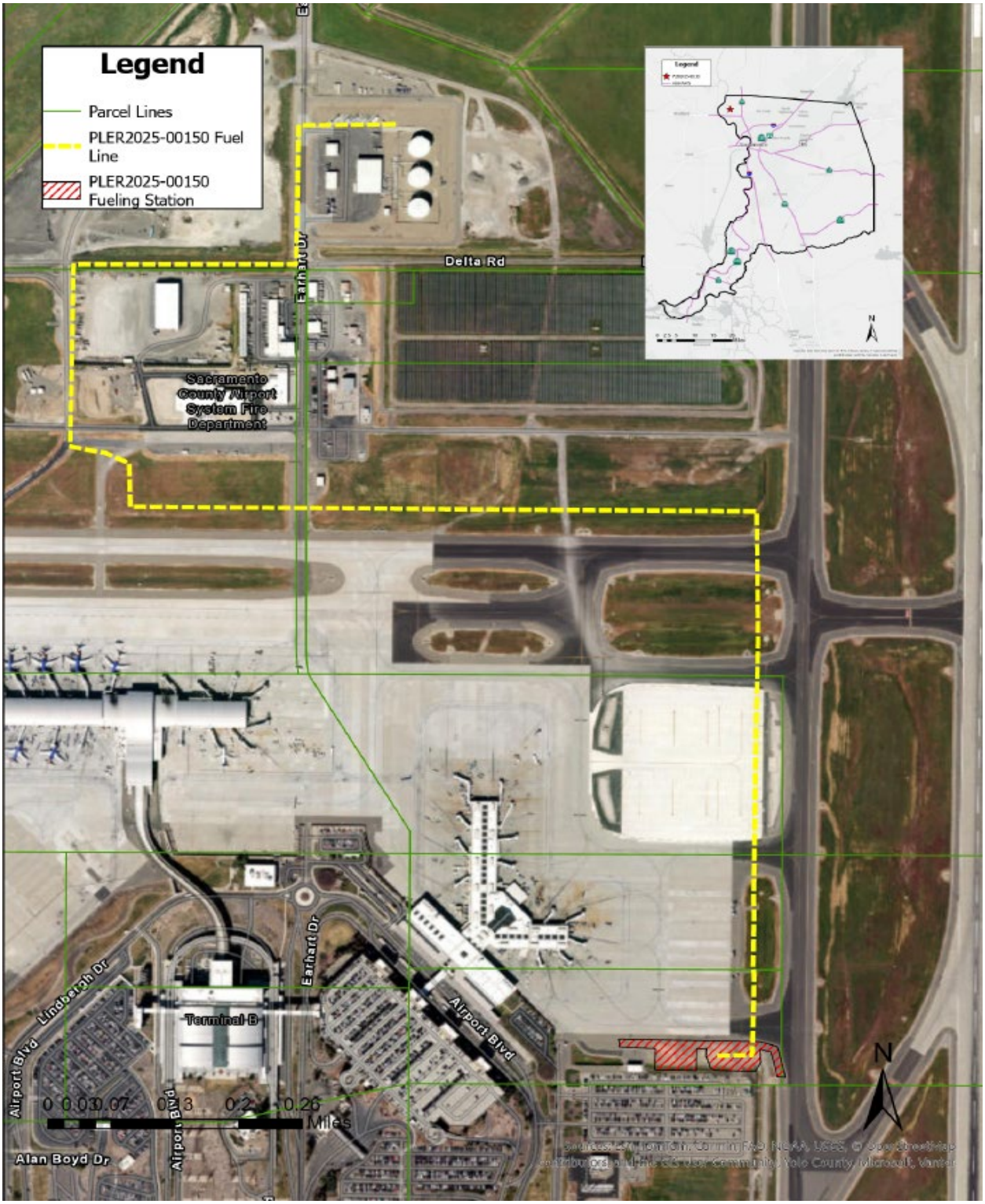


Plate IS-2: Proposed Terminal A Truck Refueling Station

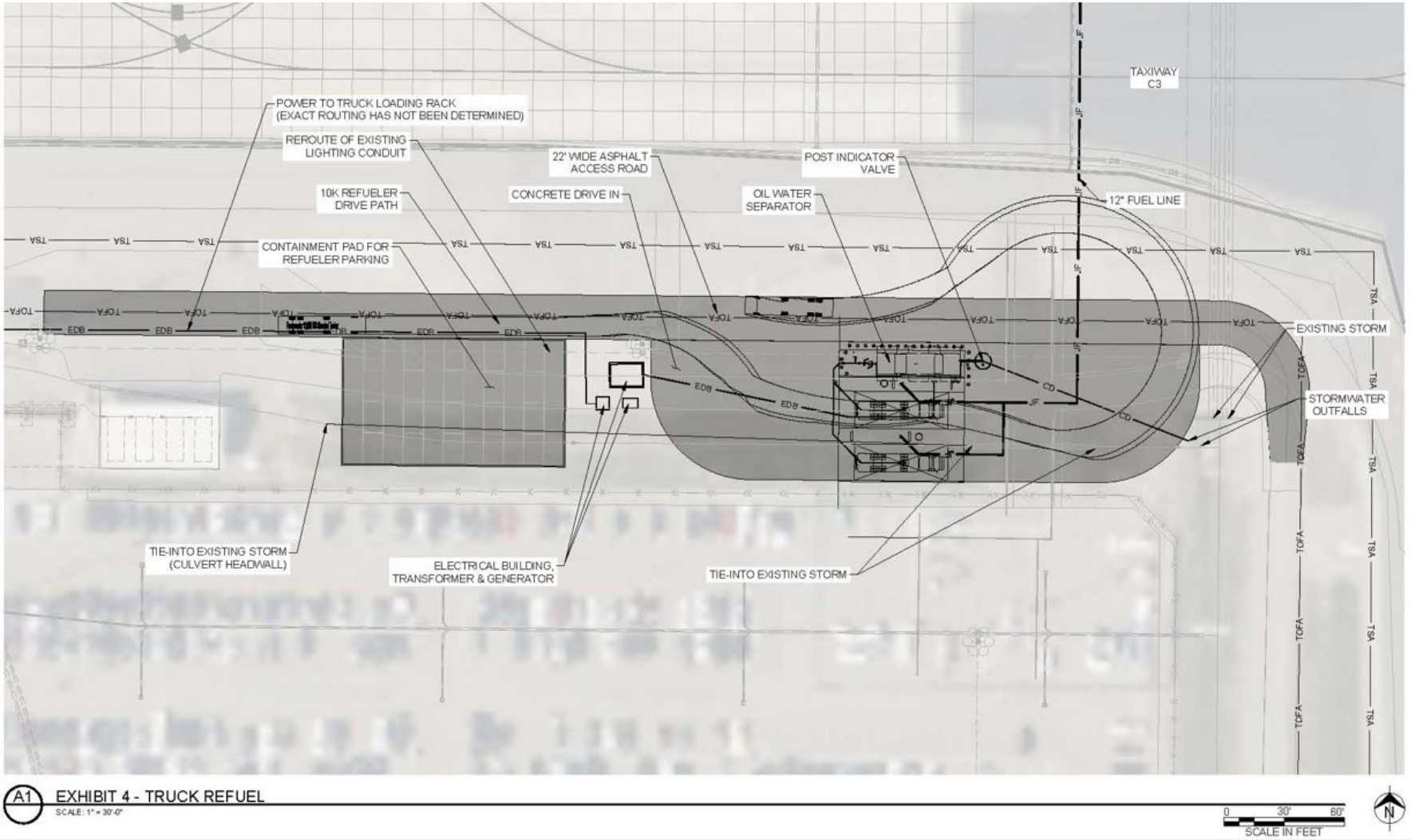


Plate IS-3: Horizontal Directional Drilling and Equipment Laydown Locations

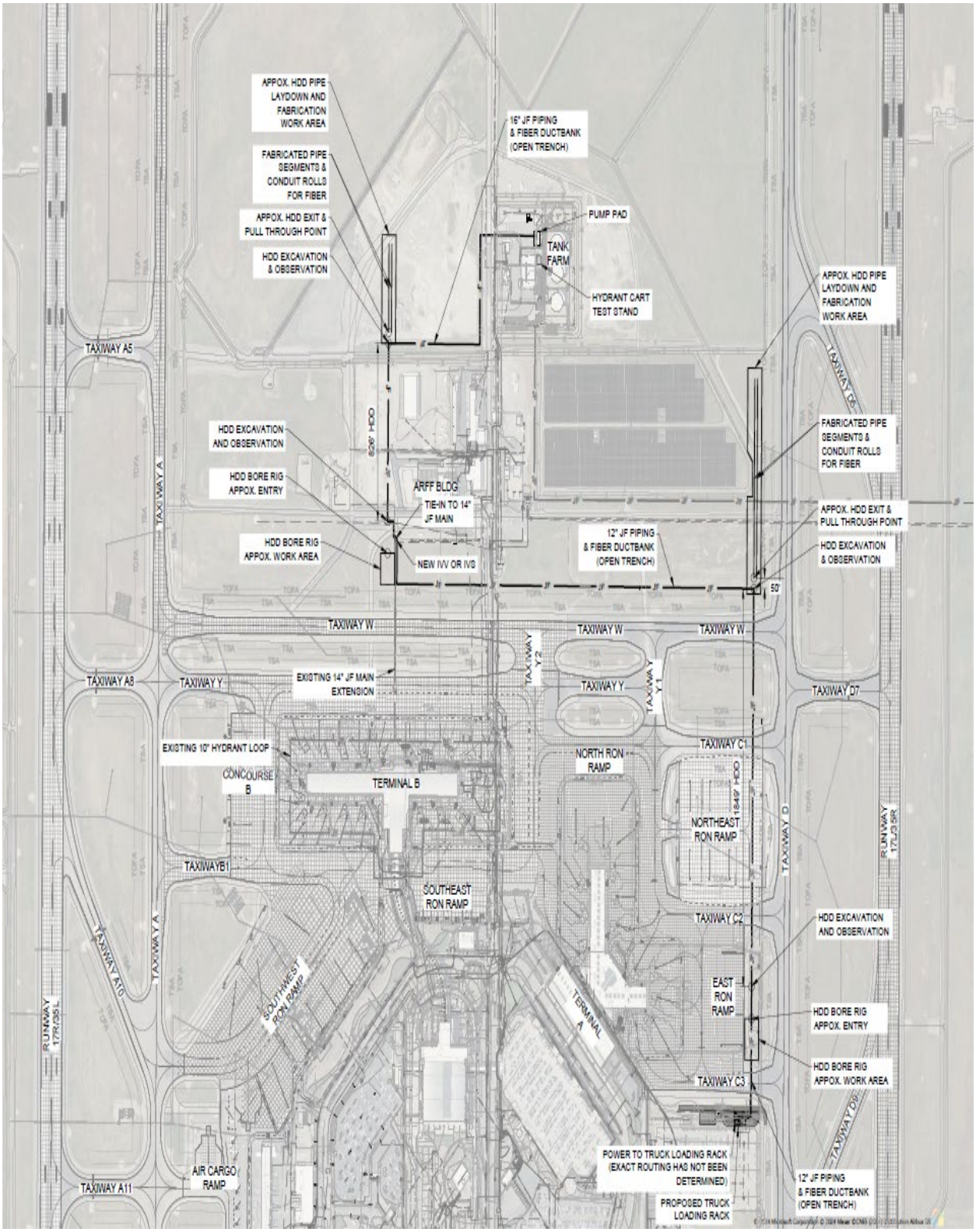
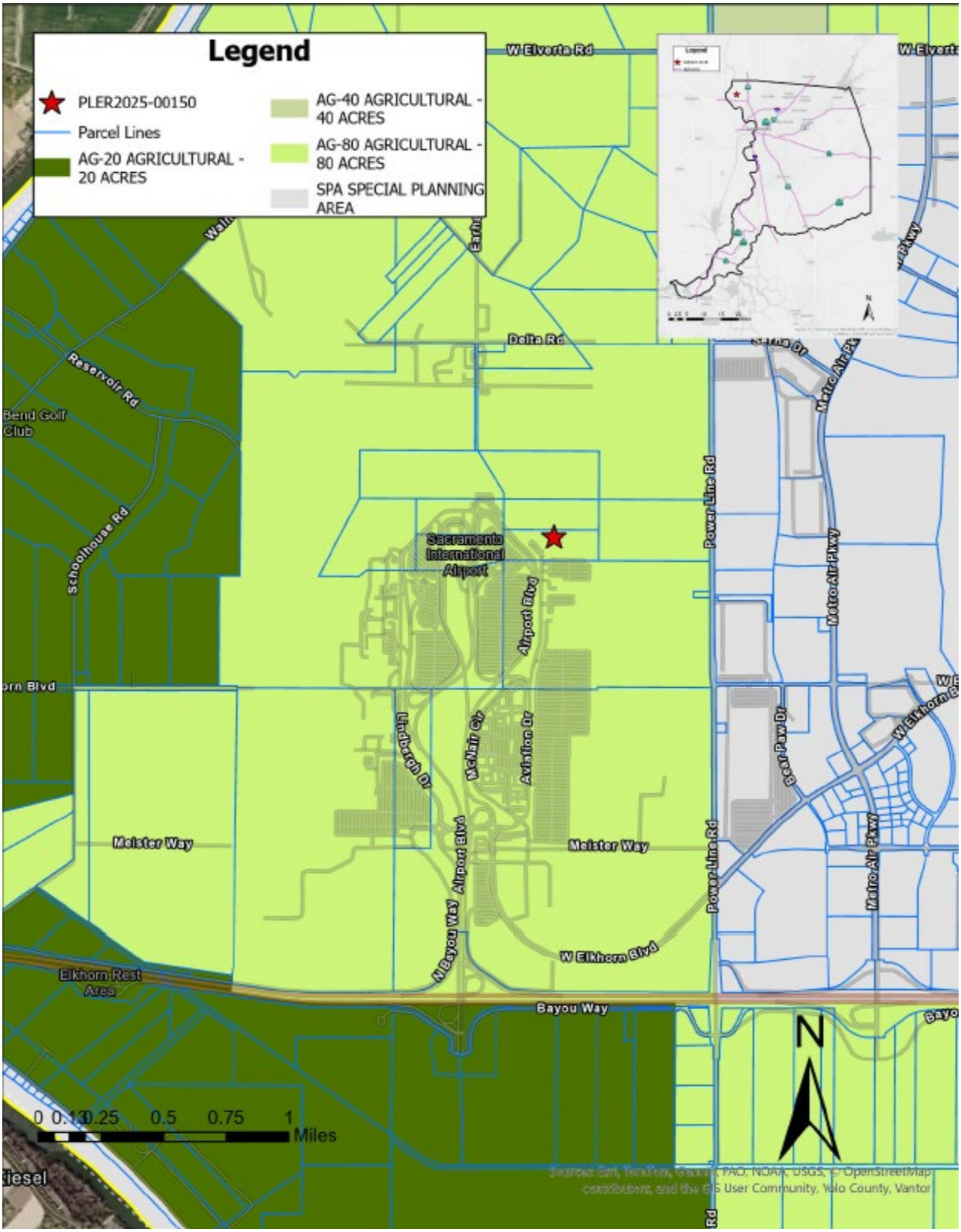


Plate IS-4: Project Area Zoning



ENVIRONMENTAL CHECKLIST

Appendix G of the California Environmental Quality Act (CEQA) provides guidance for assessing the significance of potential environmental impacts. Based on this guidance, Sacramento County has developed the following Initial Study Checklist. The Checklist identifies a range of potential significant effects by topical area. The words "significant" and "significance" used throughout the following checklist are related to impacts as defined by the California Environmental Quality Act as follows:

Potentially Significant indicates there is substantial evidence that an effect MAY be significant. If there are one or more “Potentially Significant” entries an Environmental Impact Report (EIR) is required. Further research of a potentially significant impact may reveal that the impact is less than significant or less than significant with mitigation.

Less than Significant with Mitigation applies where an impact could be significant but specific mitigation has been identified that reduces the impact to a less than significant level.

Less than Significant indicates that a project will have an impact, but the impact is considered minor.

No Impact indicates that a project does not impact the resource.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” or “Less than Significant with Mitigation” as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Airports
☒ Air Quality	☒ Biological Resources	☒ Cultural Resources
☐ Energy	☐ Geology and Soils	☐ Greenhouse Gas Emission
☐ Hazards and Hazardous Materials	☐ Hydrology and Water Quality	☐ Land Use and Planning
☐ Mineral Resources	☐ Noise	☐ Population and Housing
☐ Public Services	☐ Recreation	☐ Transportation
☒ Tribal Cultural Resources	☐ Utilities and Service Systems	☐ Wildfire

I. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. In nonurbanized areas, substantially degrade the existing visual character or quality of public views[1] of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Notes:

[1] Public views are those that are experienced from a publicly accessible vantage point.

ENVIRONMENTAL SETTING

The project site is surrounded by paved land utilized as part of airport operations including runways, paved tarmac for storage of vehicles and transportation, and the airport terminals. The project will result in the construction of a fuel terminal with capacity to refuel two fuel trucks, the striping of new pavement for truck parking and storage, and the underground installation of approximately 8,250 feet of pipeline. The project site is not located within a scenic vista.

LIGHT AND GLARE

The project site is surrounded by existing nighttime lighting from airport operations including existing lights from the terminal, lights from vehicles and lights located on the airport runways. The fueling station will have lights for safety purposes.

SCENIC HIGHWAY

The project area is not within a viewshed of any designated or eligible local or state scenic highway. Garden Highway is a County designated scenic corridor and is approximately 6.9 miles south of the project area. River Road (State Route (SR) 160) is the closest state designated scenic highway, approximately 16.3 miles south of the project area.

IMPACT DISCUSSION

a. Would the project have a substantial adverse effect on a scenic vista?

No impact. A scenic vista is a public viewpoint that provides expansive views of highly valued scenery or landscapes. The project area is located within an area of the County that is developed with an airport and is surrounded by open fields. The project area does not include any unique features that could be registered as highly valued scenic resources. Therefore, implementation of the project would have no impact on a scenic vista.

b. *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

No impact. In Sacramento County, the only designated and recognized state scenic highway is River Road/ Highway 160, from the Sacramento City Limits at the town of Freeport (northern boundary) to the southern tip of the Delta at Antioch Bridge. As the project site is approximately 16.3 miles from River Road, the proposed project will not have an impact on any state scenic highway.

c. *Would the project, in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

Less than significant. The project site is located entirely within the boundaries of the SMF AOA. Implementation of the project would be limited to the installation of a fueling station and oil-water separator with the capacity for two fueling trucks, 5,750 feet of 12-inch fuel transfer line, 2,300 feet of 16-inch Jet-A piping, 200 feet of 14-inch line to connect the IVS to existing infrastructure, and the restriping of pavement to create six parking spaces for fueling trucks that are consistent with the character of the existing airport. No new utility poles are proposed, and no new streetlamps are proposed. Lighting would be included for safety as part of the refueling station only and would be consistent with the existing use of the site as part of airport operations. Therefore, the above ground elements of the project would be consistent with the visual character of the surrounding area, and would not substantially degrade the existing visual character or quality of the surrounding area and project impacts would be less than significant.

d. *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

No impact. Construction of the project would add new lighting as part of the constructed fuel station for safety purposes. However, there would be no significant increase in light as a result of this project, and the project would not adversely affect the nighttime views in the area, as the area already contains lighting common to airport operations that operate 24 hours a day.

Environmental Mitigation Measures

None recommended.

II. Agriculture and Forestry Resources

In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on

agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:	**Potentially Significant**	**Less than Significant with Mitigation**	**Less than Significant**	**No Impact**
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Introduce incompatible uses in the vicinity of existing agricultural uses?	☐	☐	☐	☒
d. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
e. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
f. 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?	☐	☐	☐	☒

Environmental Setting

The surrounding area of the project site consists of the existing airport terminals and tarmac and undeveloped lands. The farmland classifications for the project area consist of Urban and Built-Up Land and Other Land. No Williamson Act contracts are active within SMF and Sacramento County does not contain any forest lands and does not have any zoning designations related to forest land uses.

Impact Discussion

a. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

No impact. The project site is located entirely within existing airport operation area which is designated as Urban and Built-Up Land and Other Land by the Farmland Mapping and

Monitoring Program (**Plate IS-4**). The project site will not convert agricultural uses to non-agricultural uses and there would be no impact.

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No impact. Since the project site is located within existing County owned property and is located on land developed as an airport and does not impair the nearby agricultural uses, the project will not have an impact as it relates to conflicts with agricultural uses, agricultural zoning or Williamson Act contracts.

c. Would the project introduce incompatible uses in the vicinity of existing agricultural uses?

No impact. The project consists of construction of a fuel terminal, the striping of new pavement for truck parking and storage, and the underground installation of approximately 8,250 feet of pipeline. The project is located entirely within airport operation area and there are no active agricultural activities within the airport operational area. Therefore, implementation of the project would not introduce incompatible uses to agricultural uses and there would be no impact.

d. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Government Code Section 51104(g))?

No impact. Sacramento County does not have any forest lands and does not have any zoning classifications for forest lands or timberlands.

e. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No impact. Sacramento County does not have any forest lands and does not have any zoning classifications for forest lands or timberlands.

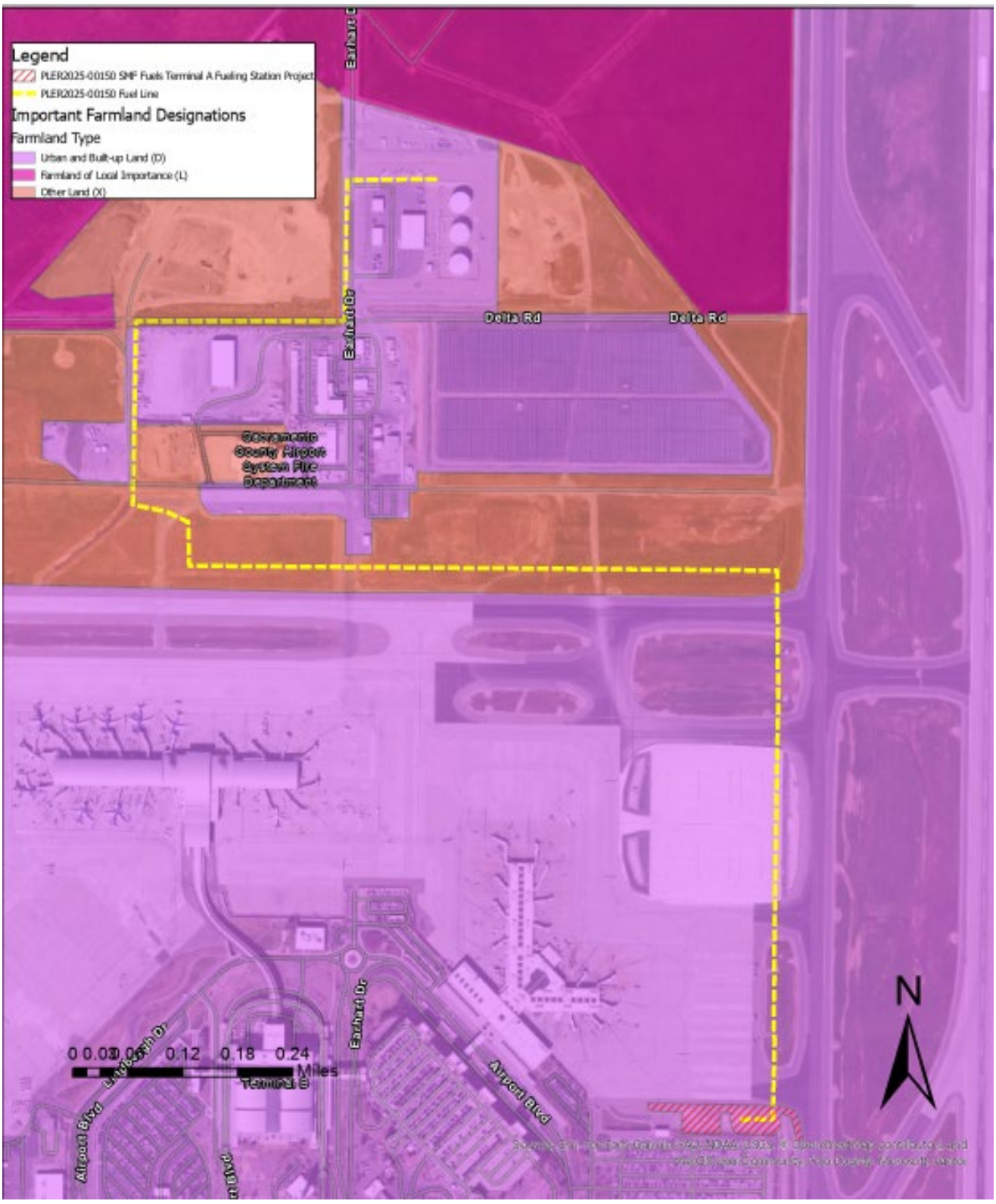
f. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No impact. The project does not entail the conversion of any existing farmland, nor does the project contain any uses that could be considered incompatible with the surrounding agricultural uses. Therefore, the proposed project will not result in a conversion of any existing farmland to non-agricultural uses and there would be no impact.

ENVIRONMENTAL MITIGATION MEASURES

None recommended.

Plate IS-5: Farmland Mapping and Monitoring Program Farmland Map



III. AIRPORTS

Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a. Result in a safety hazard for people residing or working in the vicinity of an airport/airstrip?	☐	☐	☐	☒
b. Expose people residing or working in the project area to aircraft noise levels in excess of applicable standards?	☐	☐	☒	☐
c. Result in a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft?	☐	☐	☐	☒
d. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

SMF is located within the Natomas Basin, which covers 55,000 acres of land bordered by the Natomas Cross Canal on the north, the Sacramento River on the West and south, the American River on the southeast, and the Natomas East Main Drainage Canal on the east. Historically, most of the basin was used for agriculture. Most of the land surrounding SMF is still used for agriculture. Urban development has accelerated in the Natomas Basin over the past decade with greater flood protection. As a result, industrial, commercial, and residential developments are planned and underway in SMF's vicinity. The project site is located within Safety Zone 6 – Traffic Pattern Zone Inside the Airport Operation Area (AOA) which is an area where aircraft are in or near the traffic pattern (circling, climbing, or descending) and allows uses consistent with airport operation and noise (**Plate IS-5**). The project site is located within the noise contours of SMF ranging from 65 dBs to 75 dBs (**Plate IS-6**).

REGULATORY SETTING

FEDERAL AVIATION ADMINISTRATION

The FAA's foremost mission is to ensure a safe national air navigation system. To meet this objective, 14 CFR Part 77, imaginary surfaces, establish standards for determining obstructions in navigable airspace. These imaginary surfaces extend out from the runway in a manner that reflects where aircraft are likely to fly. The FAA conducts aeronautical studies of proposed activities that could impact airspace. These studies review physical inclusions of proposed structures into airspace, interference with radar communications, and any other conditions that might negatively impact air traffic. For projects proposed on airport property, airport sponsors must file documentation with the FAA so that it can complete an airspace review and assess the potential impact of the project on air navigation and issue a determination of hazard or no hazard.

SACRAMENTO INTERNATIONAL AIRPORT LAND USE COMPATIBILITY PLAN

The Sacramento International Airport Land Use Compatibility Plan (ALUCP) was first adopted in October 1984 and last amended in 2013. The ALUCP contains land use compatibility guidelines for height, noise, and safety. The ALUCP was prepared by the Sacramento Area Council of Governments Airport Land Use Commission (ALUC). The ALUC is responsible for adopting basic airport land use policies, adopting ALUCPs for area airports, incorporating land use compatibility guidelines established in the ALUCPs into the general plans of the jurisdictions that have land use authority in areas subject to the ALUCPs, and reviewing development proposals and land use plans for areas around the airports.

IMPACT DISCUSSION

a. *Would the project result in a safety hazard for people residing or working in the vicinity of an airport/airstrip?*

   Less than significant. The project site is located within the Sacramento International Airport Safety Zone 6 – Traffic Pattern Zone Inside AOA. The proposed project would eliminate the need for refueling trucks to cross the existing taxiways and ramps used as aircraft for daily airport operations, thereby reducing traffic levels across the airport and increasing operational safety. Therefore, implementation of the project would not result in a new safety hazard to people working at the airport and impacts would be less than significant.

b. *Would the project expose people residing or working in the project area to aircraft noise levels in excess of applicable standards?*

   Less than significant impact. The project would be located within the boundaries of the airport operational area and implementation of the project would be utilized for existing airport operations to serve Terminal A. The fuel terminal and pipeline do not add significant noise in excess of standard airport operations and employees of the airlines and the airport would not be exposed to new levels of noise in excess of existing operations. The project is located within Safety Zone 6 – Traffic Pattern Zone Inside AOA and within an area exposed to excess noise (Noise Contours 65-75 dB). Implementation of the project would not change the existing Airport noise contours (**Plate IS-5**) and workers involved with the ongoing operation of the project would be provided safety equipment consistent with airport safety procedures and not be exposed to sources of noise in excess of current airport operations. As such implementation of the project would have a less than significant impact

c. *Would the project result in a substantial adverse effect upon the safe and efficient use of navigable airspace by aircraft?*

   No impact. The project site is located within the AOA near Terminal A of SMF. The project site's location is not located within any existing or planned flight paths and is subject to the building requirements of the ALUCP that regulates building height for safety. Construction of the project would eliminate the need for refueling trucks to cross the existing taxiways and ramps used as aircraft for daily airport operations, thereby reducing traffic levels across the airport and increasing operational safety. Construction would not affect the safe and efficient use of navigable airspace.

d. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No impact. Implementation of the project would not increase air traffic levels or change the location of air traffic patterns. Therefore, the project would not result in a change in air traffic patterns or levels that would result in a substantial safety risk.

ENVIRONMENTAL MITIGATION MEASURES

None recommended.

Plate IS-6: Safety Zones for Sacramento International Airport

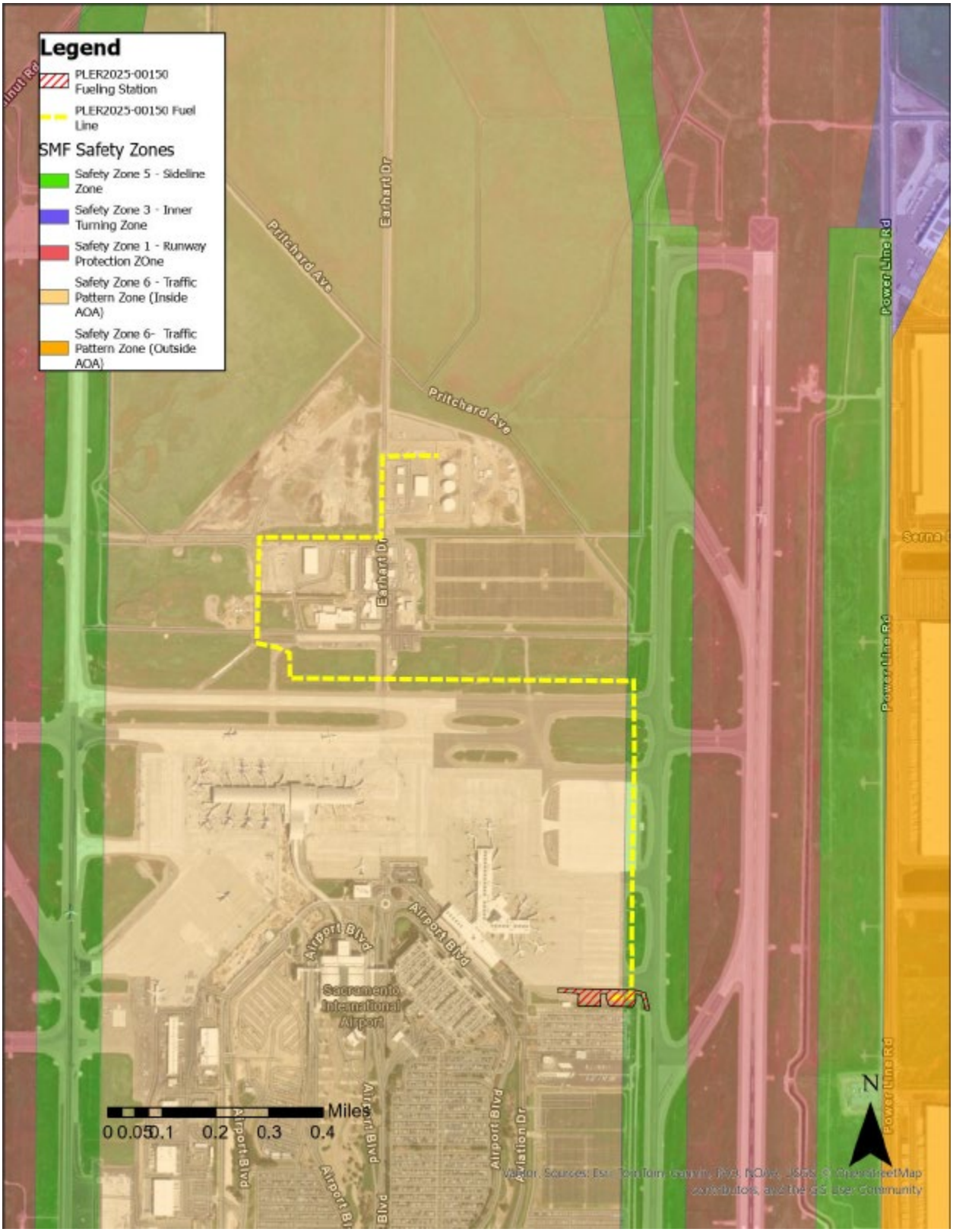
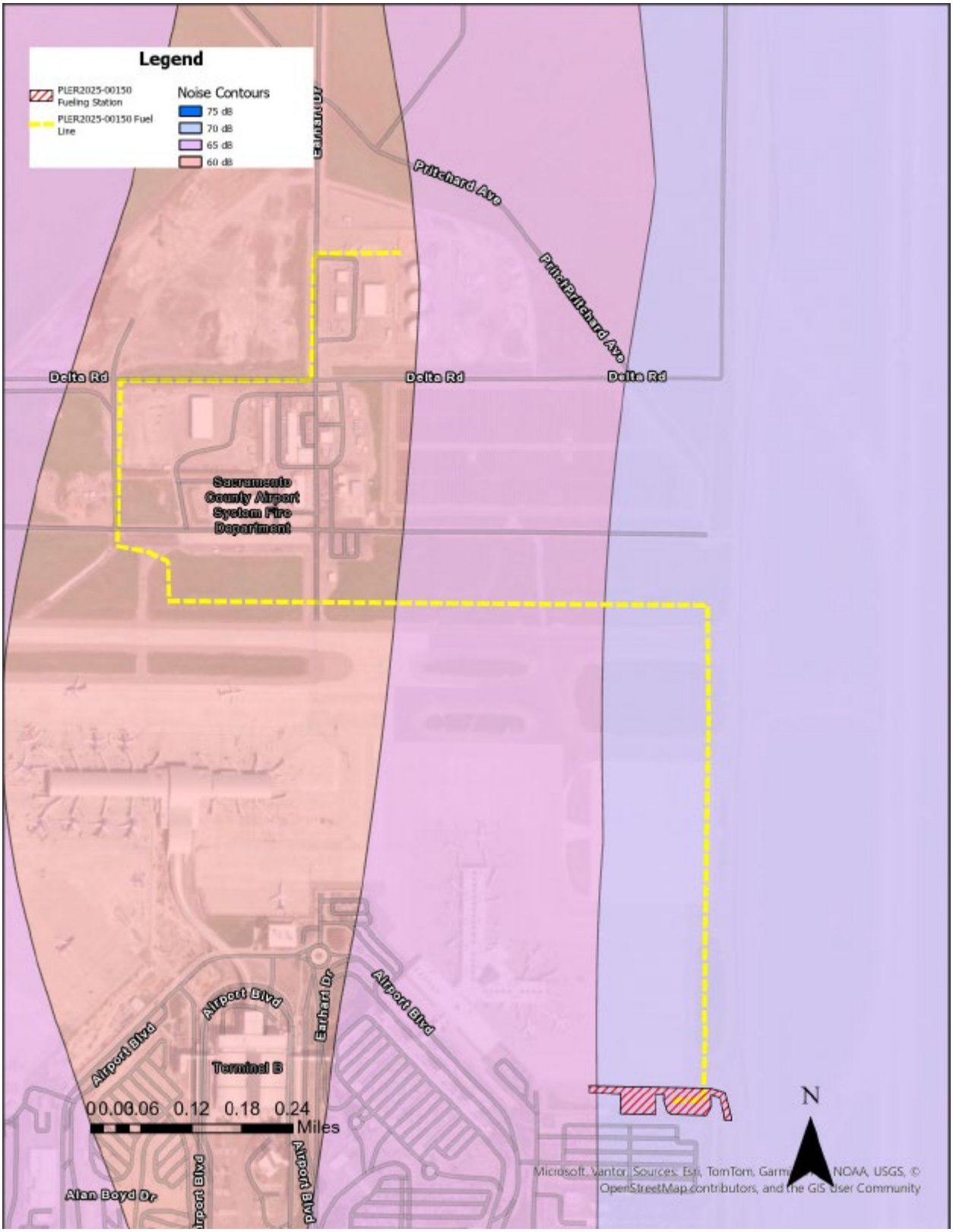


Plate IS-7: Noise Contours for Sacramento International Airport



IV. Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
b. Result in 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?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Environmental Setting

The proposed project site is within the Sacramento Valley Air Basin (SVAB). The SVAB's frequent temperature inversions result in a relatively stable atmosphere that increases the potential for pollution. Sacramento County is within the Sacramento Federal Nonattainment Area (SFNA) planning boundaries for ozone $PM_{2.5}$ and PM_{10}. The Federal and California Clean Air Acts require an Air Quality Plan that consists of attainment plans and maintenance plans. Attainment plans must show how the region will attain air pollutant standards by a certain date and maintenance plans must demonstrate how the region will continue to maintain compliance with a standard. The most recent State Implementation Plan for Ozone was adopted in September 2023. The Sacramento Metropolitan Air Quality Management District (SMAQMD) is responsible for ensuring that emission standards are not violated. Project related air emissions would have a significant effect if they would result in concentrations that either violate an ambient air quality standard or contribute to an existing air quality violation (Table IS-1).

Table IS-1: Air Quality Standards Attainment Status

Pollutant	Attainment with State Standards	Attainment with Federal Standards
Ozone	Non-Attainment (One (1) hour Standard[1] and eight (8) hour standard)	Non-Attainment, Classification = Severe -15* (eight (8) hour[3] Standards) Non-Attainment (One (1) hour standard[2])
Particulate Matter 10 Micron	Non-Attainment (24-hour Standard and Annual Mean)	Attainment (24-hour standard)
Particulate Matter 2.5 Micron	Attainment (Annual Standard)	Non-Attainment-Moderate (24-hour Standard) and Attainment (Annual)

Carbon Monoxide	Attainment (One (1) hour and eight (8) hour Standards)	Attainment (One (1) hour and eight (8) hour Standards)
Nitrogen Dioxide	Attainment (One (1) hour Standard and Annual)	Unclassified/Attainment (One (1) hour and Annual)
Sulfur Dioxide[4]	Attainment (One (1) hour and 24-hour Standards)	Attainment/unclassifiable[5]
Lead	Attainment (30-Day Standard)	Attainment (Three (3) month rolling average)
Visibility Reducing Particles	Unclassified (Eight (8) hour Standard)	No Federal Standard
Sulfates	Attainment (24-hour Standard)	No Federal Standard
Hydrogen Sulfide	Unclassified (One (1) hour Standard)	No Federal Standard

1. Per Health and Safety Code (HSC) § 40921.59(c), the classification is based on 1989-1001 data and therefore does not change.
2. Air Quality meets Federal One (1) hour Ozone standard (77 FR 64036). EPA revoked this standard, but some associated requirements still apply. The SMAQMD attained the standard in 2009.
3. For the 1997, 2008 and the 2015 Standard.
4. Cannot be classified
5. Designation was made as part of EPA's designations for the 2010 SO_2 Primary National Ambient Air Quality Standard – Round 3 Designation in December 2017
** Designations based on information from http://www.arb.ca.gov/desig/changes.htm#reports*
Source: SMAQMD. "Air Quality Pollutants and Standards". Web. Accessed: September 18, 2026. https://airquality.org/air-quality-health/air-quality-pollutants-and-standards

CRITERIA AIR POLLUTANTS

Individual air pollutants at certain concentrations may adversely affect human or animal health, reduce visibility, damage property, and reduce the productivity or vigor of crops and natural vegetation. Six (6) air pollutants have been identified by the EPA and California Air Resources board (CARB) as being of concern both on a nationwide and statewide level: ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), lead, and particulate matter (PM), which is subdivided into two (2) classes based on particle size - PM equal to or less than 10 micrometers in diameter (PM_{10}) and PM equal to or less than 2.5 micrometers in diameter ($PM_{2.5}$). Because the air quality standards for these air pollutants are regulated using human and environment health-based criteria, they are commonly referred to as "criteria air pollutants (CAP)."

Health-based air quality standards have been established for criteria air pollutants by EPA at the federal level and by CARB at the state level. These standards are referred to as the national ambient air quality standards (NAAQS) and the California ambient air quality standards (CAAQS), respectively. The NAAQS and CAAQS were established to protect the public with a margin of safety from adverse health impacts caused by exposure to air pollution. Both EPA and CARB designate areas of California as "attainment," "nonattainment," "maintenance," or "unclassified" for the various pollutant standards according to the federal Clean Air Act (CAA) and the California CAA, respectively.

Within the SVAB, SMAQMD is responsible for ensuring that air quality standards are not violated. With respect to regional air quality, Sacramento County is designated as

nonattainment for the eight (8) hour ozone and 24-hour $PM_{2.5}$ NAAQS. Sacramento County is designated as attainment or unclassified for all other criteria pollutant NAAQS. Sacramento County is currently in nonattainment for the ozone and PM_{10} CAAQS and in attainment or unclassified for all other pollutants (Sacramento Metropolitan AQMD, 2026).

Toxic Air Contaminants

Toxic air contaminants (TAC) are a set of airborne pollutants that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. The health effects associated with TACs are quite diverse and are generally assessed locally, rather than regionally. TACs can cause long-term health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage; or short-term acute affects, such as eye watering, respiratory irritation (a cough), running nose, throat pain, and headaches.

The greatest potential TAC emissions associated with the proposed project would be related to diesel particulate matter (DPM) emissions from off-road and on-road diesel-fueled equipment used for construction activities. DPM differs from other TACs because it is not a single substance, but a complex mixture of hundreds of substances. Although DPM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, type of lubricating oil, and presence or absence of an emission control system.

Sensitive Receptors

Sensitive receptors are individuals who have an increased sensitivity to air pollution and include elderly, children, individuals with chronic respiratory diseases such as asthma, emphysema, and bronchitis. Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved and are referred to as sensitive receptors. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB and the Office of Environmental Health Hazard Assessment have identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis (Office of Environmental Health Hazard Assessment, 2015).

Residential areas are considered sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Children and infants are considered more susceptible to health effects of air pollution due to their immature immune systems, developing organs, and higher breathing rates. As such, schools are also considered sensitive receptors, as children are present for extended durations and engage in regular outdoor activities. Industrial and commercial areas are considered the least sensitive to air pollution; exposure periods are relatively short and intermittent because the majority of the workers tend to stay indoors most of the time.

Regulatory Setting

Air quality in Sacramento County is regulated by several agencies, which include the U.S. EPA, CARB, and SMAQMD. Each of these agencies develops rules and/or regulations to attain the goals or directives imposed upon them through legislation.

SACRAMENTO METROPOLITAN AIR QUALITY RULES AND REGULATIONS

All projects are subject to SMAQMD Rules and Regulations in effect at the time of construction. A full list of the District's Rules and Regulations can be found online at their Rules & Regulations webpage at https://www.airquality.org/Businesses/Rules-Regulations#09. Examples of several SMAQMD Rules applicable to the proposed project include Rule 201 – General Permit Requirements, Rule 403 – Fugitive Dust, Rule 422 – Architectural Coatings and Rule 902 – Asbestos (applicable for demolition of buildings).

Because the Sacramento Valley Air Basin is in non-attainment for ozone, PM_{10} and $PM_{2.5}$, the SMAQMD requires all projects implement the District's Basic Construction Emission Control Practices (also known as Best Management Practices – BMPs). Compliance and implementation of the BMPs allows for proposed projects to utilize the District's Significance Thresholds for construction and operational emissions, as shown in Table IS-2. Otherwise, without the BMPs, any emission above zero (0) pounds per day would be considered significant and inconsistent with SMAQMDs air quality plans.

Table IS-2: SMAQMD Significance Thresholds and Estimated Project Emissions

Criteria Air Pollutant	Project Construction Emissions	Construction Emissions Threshold	Project Operational Emissions	Operational Emission Threshold
Nitrogen oxide (NO_x)[1]	43.59 lbs / day	85 pounds per day	0.00 pounds per day	65 pounds per day
Reactive Organic Gases (ROG)[1]	5.19 lbs / day	None	0.025 pounds per day	65 pounds per day
Coarse Particulate Matter (PM_{10})[2, 3]	43.33 lbs / day	0 (80) pounds per day	0.00 pounds per day	0 (80) pounds per day
Fine Particulate Matter ($PM_{2.5}$)[2, 3]	23.44 lbs / day	0 (82) pounds per day	0.00 pounds per day	0 (82) pounds per day

1. Reactive Organic Gas
2. California Ambient Air Quality Standards
3. Only applies to projects for which all feasible best available control technology (BACT) and best management practices (BMPs) have been applied. Projects that fail to apply all feasible BACT/BMPs must meet a significance threshold of zero (0) lbs/day.*

To allow the use of non-zero PM_{10} and $PM_{2.5}$ thresholds of significance, the SMAQMD recommends lead agencies require implementation of the following Basic Construction Emission Control Practices (BCECPs) for all land use development projects (Sacramento Metropolitan AQMD, 2020a).

a. Water all exposed surfaces two (2) times daily. Exposed surfaces include, but are not limited to, soil piles, graded areas, unpaved parking areas, staging areas, and access roads;

b. Cover or maintain at least two (2) feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered;

c. Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited;

d. Limit vehicle speeds on unpaved roads to 15 miles per hour (mph);

e. All roadways, driveways, sidewalks, and 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;

f. Minimize idling time by either shutting equipment off when not in use or reducing time of idling to five (5) minutes. Provide clear signage that posts this requirement for workers at the entrances to the site; and

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

IMPACT DISCUSSION

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less than significant with mitigation. Construction of the project consists of a fuel terminal, the striping of new pavement for truck parking and storage, and the underground installation of approximately 8,250 feet of pipeline. The operation of the project will not result in an increase in vehicle trips per day as part of airport operations; however, the average length of trips will be reduced. Construction activities, including emissions from construction vehicles, will be the primary source of air pollution (as detailed in the discussion for item *b*. be below). However, all applicable SMAQMD recommended best management practices (BMPs) will be implemented, minimizing construction related emissions. Therefore, implementation of the project will not conflict with or obstruct implementation of applicable air quality plans.

b. Would the project result in 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?

Less than significant. As shown is Table IS-2, construction emissions for NO_x, ROG, PM_{10}, and $PM_{2.5}$ will not exceed adopted thresholds and will not result in a potentially significant impact. Construction of the project is anticipated to result in the temporary emissions of NO_x, ROG, PM_{10}, and $PM_{2.5,}$ precursors to ozone. However, Mitigation Measure AQ-1, Best Available Construction Emission Measures, and all feasible BMPs and Best Available Control Technology will be implemented during construction to ensure that impacts are less than significant. Operational emission for NO_x, ROG, PM_{10}, and $PM_{2.5}$ will not exceed adopted thresholds, as no new emissions are anticipated.

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

No impact. There are no sensitive receptors within one-mile of the project area. Construction is anticipated to last approximately 18 months and would be required to implement dust and air quality control measures. Therefore, no impact to sensitive receptors by substantial pollutant concentrations is anticipated.

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than significant. The predominant source of power for construction equipment is diesel engines. Exhaust odors from diesel engines and emissions associated with the application of architectural coatings may be considered offensive to some individuals. However, the project would not introduce a substantial level of new diesel-powered equipment or architectural coating activity. Taking into consideration the fact that odors would be temporary and disperse rapidly with distance from the source, construction-generated odors would not result in the frequent exposure of receptors to objectionable odor emissions. Furthermore, the project would be required to comply with SMAQMD's Rule 402 (Nuisance), which place general limitations on odorous substances and nuisances. This regulation would ensure that odors generated by short-term construction would not affect a substantial number of people. Therefore, this impact would be less than significant.

Environmental Mitigation Measures

The following mitigation measure would be implemented during construction of the project to reduce potential impacts related to air quality.

AQ-1: Air Quality Basic Construction Emissions Control Practices

The following Basic Construction Emissions Control Practices are considered feasible for controlling fugitive dust from a construction site. The practices also serve as best management practices (BMPs), allowing the use of the non-zero particulate matter significance thresholds.

- Control of fugitive dust is required by District Rule 403 and enforced by District staff.
- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

The following practices describe exhaust emission control from diesel powered fleets working at a construction site. California regulations limit idling from both on-road and off-road diesel-powered equipment. The California Air Resources Board (CARB) enforces idling limitations and compliance with diesel fleet regulations.

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [California Code of Regulations, Title 13, sections 2449(d)(3)

and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.

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

Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic.

V. Biological Resources

Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a. Have a substantially adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. 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?	☐	☒	☐	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e. Adversely affect or result in the removal of native or landmark trees?	☐	☐	☐	☒
f. Conflict with any local policies or ordinances protecting biological resources?	☐	☐	☒	☐
g. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Environmental Setting

The project site is in an area of unincorporated Sacramento County and is located within the boundaries of SMF. The site for the fueling station is paved and used for temporary parking of airport vehicles. The site that the pipeline will be installed along is dominated by existing runways, taxiways, ramps, and access roads. Portions of the pipeline site are fields of annual grassland maintained by SMF. There are drainage ditches located throughout the airport along the taxiways, runways and near the existing fuel farm. There are no trees on or near the project site. Results of the database search from the United States Fish and Wildlife Service Information for Planning and Consultation (IPaC) and the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) indicate that federally listed threatened or endangered species may occur. These results include the Giant Garter Snake, Northwestern Pond Turtle, Western Spadefoot, Monarch Butterfly, Valley Elderberry Longhorn Beetle, Vernal Pool Fairy Shrimp, and Vernal Pool Tadpole Shrimp. There are no critical habitats located within or near the project site.

The County has a Mediterranean climate with average summer (June to August) highs of approximately 90 degrees Fahrenheit (°F) and winter (December to February) lows of approximately 40°F, with an average 16.15 inches precipitation annually (National Oceanic and Atmospheric Administration, 2024). The project area has an average elevation of approximately 50 feet above mean sea level (amsl). The dominate soil type in the project area is Americanos – Urban land Complex. 0 to 2 percent slopes (Natural Resources Conservation Service, 2025). Vegetation within the project area includes those typically found in urban development areas.

Regulatory Setting

Federal Regulations

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973 protects species that are federally listed as endangered or threatened with extinction. FESA prohibits the unauthorized “take” of listed wildlife species. Take includes harassing, harming, pursuing, hunting, shooting, wounding, killing, trapping, capturing, or collecting wildlife species or any attempt to engage in such activities. Harm includes significant modifications or degradations of habitats that may cause death or injury to protected species by impairing their behavioral patterns. Harassment includes disruption of normal behavior patterns that may result in injury to or mortality of protected species. Civil or criminal penalties can be levied against persons convicted of unauthorized “take.” In addition, FESA prohibits malicious damage or destruction of listed plant species on federal lands or in association with federal actions, and the removal, cutting, digging up, damage, or destruction of listed plant species in violation of state law. FESA does not afford any protections to federally listed plant species that are not also included on a state endangered species list on private lands with no associated federal action.

Clean Water Act

The U.S. Army Corps of Engineers (USACE) has jurisdiction and permitting authority under Section 404 of the Clean Water Act (CWA) over the discharge of dredged or fill material into waters of the United States, including wetlands. The USACE determines the significance of and approves, restricts, or prohibits discharges through application of the Section 404(b)(1) guidelines, the substantive criteria for dredging and fill material discharges under this act. These

guidelines have been developed by the U.S. Environmental Protection Agency in conjunction with the USACE. The guidelines are based on the precept that dredged and fill material should not be discharged into aquatic ecosystems, unless it can be demonstrated that such a discharge will not have an unacceptable adverse impact either individually or in combination with known and/or probably impacts of other activities affecting the ecosystems of concern.

Compliance with CWA Section 404 requires compliance with several other environmental laws and regulations. The USACE cannot issue an individual permit or verify the use of a general nationwide permit until the requirements of NEPA, ESA, and the National Historic Preservation Act (NHPA) have been met. In addition, the USACE cannot issue or verify any permit until a water quality certification or a waiver of certification has been issued pursuant to CWA Section 401.

WILDLIFE MANAGEMENT PLAN

In accordance with 14 CFR 139.337(b), the FAA requires commercial airports to conduct a wildlife hazard assessment when any of the following events occur on or near the airport:

- An air carrier aircraft experiences multiple wildlife strikes;
- An air carrier aircraft experiences substantial damage from striking wildlife. Substantial damage means damage or structural failure incurred by an aircraft that adversely affects the structural strength, performance, or flight characteristics of the aircraft and that would normally require major repair or replacement of the affected component;
- An air carrier aircraft experiences an engine ingestion or wildlife and/or;
- Wildlife of a size, or in numbers, capable of causing an event described above is observed to have access to any airport flight pattern or aircraft movement area.

The wildlife hazard assessment shall contain at least the following [14 CFR 139.337(c)]:

- An analysis of the events or circumstances that prompted the assessment;
- Identification of the wildlife species observed and their numbers, locations, local movements, and daily and seasonal occurrence;
- Identification and location of features on and near the airport that attract wildlife;
- A description of wildlife hazards to air carrier operations; and,
- Recommended actions for reducing identified wildlife hazards to air carrier operations.

Sacramento County Department of Airports used the U.S. Department of Agriculture Wildlife to conduct the required wildlife hazard assessment. From this assessment, the FAA determined that a wildlife hazard management plan was needed for the airport. Sacramento County Department of Airports prepared the initial plan for SMF in 1996. During 2006, a comprehensive revision to the Wildlife Hazard Management Plan for SMF was submitted to the FAA for review. Modifications to the plan were made in response to FAA comments received in 2006. The final plan revision was submitted to the FAA in early March 2007.

In 2003, the FAA, U.S. Air Force, U.S. Army, U.S. Environmental Protection Agency, USFWS, and U.S Department of Agriculture entered into a Memorandum of Agreement (MOA) to address aircraft-wildlife strikes. Among other things, the signatories to the MOA agreed to cooperate with airport operators to develop a specific, wildlife hazard management plan for a given location when a potential wildlife hazard is identified. The plan will meet applicable FAA, U.S. Air Force, and other relevant requirements. In developing the plan, the appropriate agencies will use their expertise and attempt to integrate their respective programmatic responsibilities while complying with existing laws, regulations, and policies.

STATE REGULATIONS

STATE ENDANGERED SPECIES ACT

With limited exceptions, the California Endangered Species Act (CESA) of 1984 protects state-designated endangered and threatened species in a way similar to FESA. For projects on private property (i.e. that for which a state agency is not a lead agency), CESA enables CDFW to authorize take of a listed species that is incidental to carrying out an otherwise lawful project that has been approved under CEQA (Fish & Game Code Section 2081).

LOCAL REGULATION

The Conservation Element of the Sacramento County General Plan includes policies and objectives to protect and manage natural resources while maintaining long-term ecological health in unincorporated Sacramento County. When impacts on biological resources are unavoidable, the County implements mitigation programs to mitigate those impacts. Relevant policies include, but are not limited to:

- CO-58: Ensure no net loss of wetlands, riparian woodlands, and oak woodlands.
- CO-59: Ensure mitigation occurs for any loss of or modification to the following types of acreage and habitat functions: Vernal pools, Wetlands, Riparian, Native vegetative habitat, and Special status species habitat.

IMPACT DISCUSSION

a. *Would the project have a substantially adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

Less than significant. According to the California Natural Diversity Database (CNDDB), maintained by the California Department of Fish and Wildlife, no special status species occurrences are on-site or in the vicinity of the subject property. The nearest occurrence noted in the CNDDB of a special status species, Giant Garter Snake, is located approximately 0.68 miles northeast of the project site within the special planning area utilized for airport manufacturing and storage. A survey was conducted on July 10 ,2026, for the presence of burrowing owls. The survey found no evidence of burrowing owls present on SMF property. The presence of wildlife in the project area is not anticipated and implementation of the Wildlife Management Plan will ensure safe airport operation. The project site does not contain any trees that could be used for nesting by various bird and raptor species. Therefore, impacts would be less than significant.

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No impact. The project site does not contain any sensitive natural communities or riparian habitats. The nearest natural waterway, the Sacramento River, is located approximately two miles northwest of the project site. As such the project would have no impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS.

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?

Less than significant with mitigation. On April 10, 2026, the USACE approved the jurisdictional determination for SMF. The approved jurisdictional determination identified a total of 50.180 acres of wetlands and 44.728 acres of ditches/canals within the 4,236-acre study area. Aquatic features were then further identified as either federal or State jurisdiction under the Clean Water Act. According to the jurisdictional determination and supporting aquatic delineation, the project site does contain federally protected ditches/canals. Waters that are identified as near or within the project area are highly managed drainage ditches that convey surface water and do not contain suitable habitat for wildlife. As such the Sacramento County General Plan Policies CO-58 and CO-59 are not applicable to the project and the previously designated drainage ditches.

The project site will cross Drainage Ditch 18 and Drainage Ditch 14 which are both classified as Waters of the U.S (Plate IS-8**.**). Implementation of the project across Drainage Ditch 18 will be constructed using open trench methods and HDD methods will be used to install the pipeline under Drainage Ditch 14. However, as both drainage ditches are classified as waters of the U.S, a U.S. Army Corp of Engineers (USACE) permit will be required. Additionally, the area east of the existing solar field and north of the HDD exit point on the eastern edge of the project site that is planned as a staging area for prefabricated pipe and other construction equipment, has the potential to impact Drainage Ditch 15. Improvements to storm drain outfalls to the east of the new fueling station will impact Drainage Ditch 04. However, this slight modification to the existing outfall structure does not change the function of the drainage ditch feature and function.

In order to ensure that proposed project improvements will not result in significant impacts to waters of the U.S., Mitigation Measure BIO-1 requires the project proponent to obtain any necessary Clean Water Act Section 404 and 401 permits from the USACE or Regional Water Quality Board, or meeting notification requirements of these permits. In addition, Mitigation Measure BIO-2 requires the installation and maintenance of silt fencing for project staging or construction activities within 50 feet of the identified drainage ditches. As such, impacts affecting waters of the U.S. would be reduced to a less than significant level with mitigation incorporated.

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No impact. The project site is surrounded by development, resulting in limited terrestrial landscape linkages for wildlife. Some wildlife species may use portions of the airport beyond the airport operation area for foraging, breeding, or other functions; however, the project site itself does not link natural areas, and it is not considered a wildlife migration corridor. There are no trees or other potentially suitable habitat that could be used by various bird and raptor species for nesting. As such the project would have no impact on wildlife movement.

e. *Would the project adversely affect or result in the removal of native or landmark trees?*

No impact. The project site does not contain any native or landmark trees; therefore, implementation of the project would have no impact on native or landmark trees.

f. *Would the project conflict with any local policies or ordinances protecting biological resources?*

Less than significant. The Airport Operator must implement the Wildlife Hazard Management Plan to minimize hazards to aircraft operations. The proposed project would not introduce a new wildlife attractant and complies with the Plan. There are no other local policies or ordinances protecting biological resources which apply to project area. Therefore, implementation of the project would have a less than significant impact.

g. *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

No impact. SMF is located within the Natomas Basin Habitat Conservation Plan area and adjacent to the Metro Air Park Habitat Conservation Plan; however, the County of Sacramento is not a party to the Natomas Basin or Metro Air Park Habitat Conservation Plans. All of the project elements involving ground disturbing activities will take place on existing County property within the airport operation area. None of the land owned by the County is identified as potential mitigation land for the Natomas Basin or Metro Air Park Conservancies. As such there would be no conflict with the provisions of any of the plans.

ENVIRONMENTAL MITIGATION MEASURES

BIO-1 PERMIT COMPLIANCE:

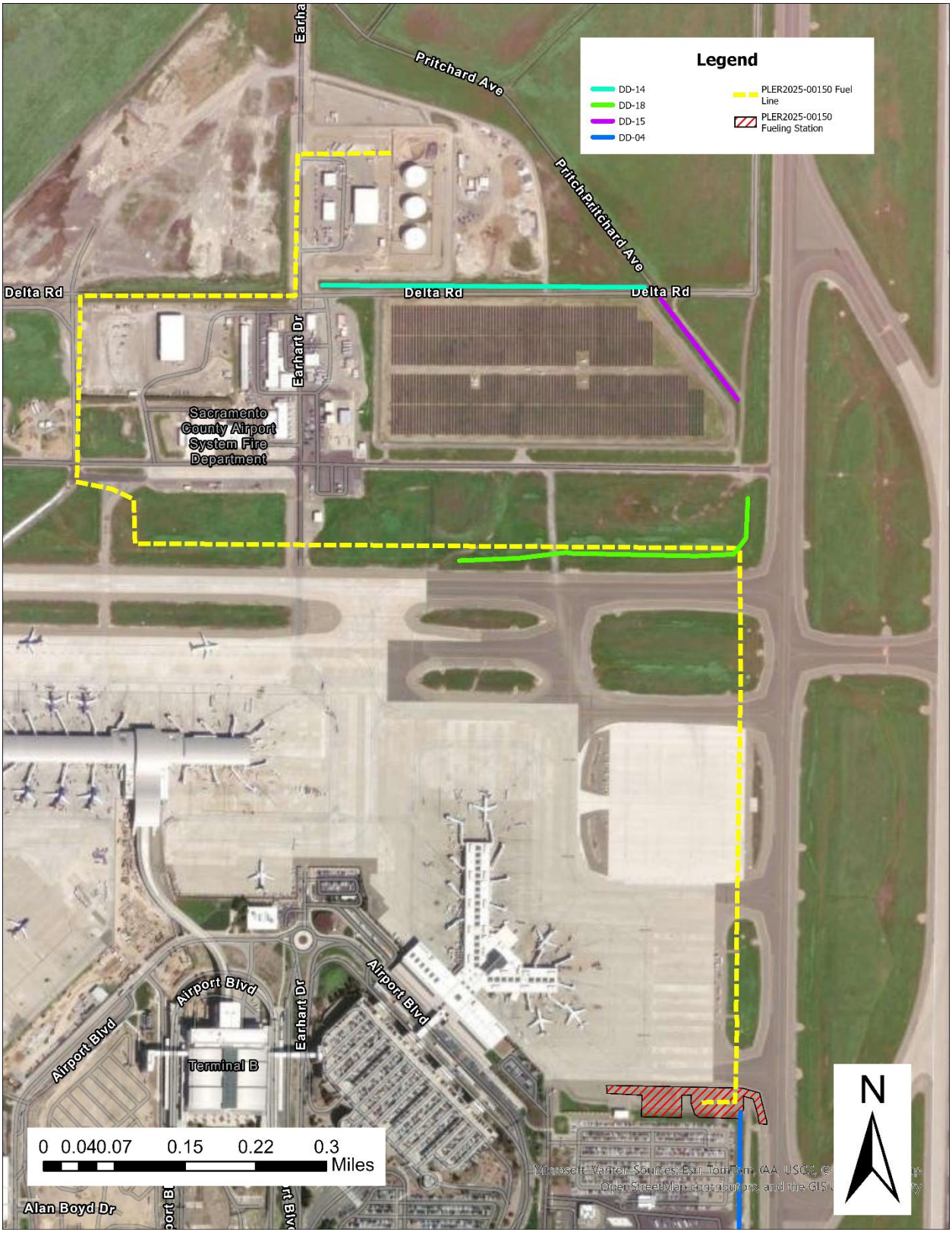
Prior to the start of construction activity impacting Drainage Ditches 04, 14, 15, and 18, the applicant shall obtain all applicable permits from the Army Corps of Engineers, the U.S. Fish and Wildlife Service, the Central Valley Regional Water Quality Control Board, and the California Department of Fish and Wildlife. Provide a copy of all permits to the Environmental Coordinator.

BIO-2: DRAINAGE DITCH FENCING

Where project staging or construction activities take place within 50 feet of Drainage Ditches 4, 14, 15, and 18, silt fencing shall be installed at the perimeter of the construction activity area to prevent the migration of sediment into adjacent drainage ditches. The length of the silt fencing installed shall be of sufficient length and of appropriate material, as approved by a qualified biologist, to allow proper water flow and to ensure sediment retention. Silt fencing will remain in

place and maintained to the satisfaction of the qualified biologist until all construction activities cease.

Plate IS-8: Drainage Ditch Locations



VI. CULTURAL RESOURCES

Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

ENVIRONMENTAL SETTING

The project site is located within the Sacramento International Airport that was opened to the public in 1967. Since then, the property has remained in continuous use as an airport expanding to include additional runways, parking garages, and airport terminals.

REGULATORY SETTING

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

CEQA is the state law that applies to a project's impact on cultural resources. A project is an activity that may cause a direct or indirect physical change in the environment and that is undertaken or funded by a state or local agency or an activity that requires a permit, license, or lease from a state or local agency. CEQA requires that impacts to historical resources be identified and, if the impacts are significant, that mitigation measures be implemented to reduce the impacts.

As defined by CEQA, impacts to a historical resource are significant, specifically if the resource is demolished or destroyed or if the characteristics that made the resource eligible are substantially impaired. Significant impacts result if:

- An eligible building, structure, and/or feature is demolished or altered;
- An eligible archaeological site is wholly or partially destroyed;
- Impacts to the integrity of setting (or visual impacts) of physical features in the area of a project in the vicinity of an eligible resource.

GOVERNMENT CODE SECTION 6254(R) AND 6254.10

These sections of the California Public Records Act were enacted to prevent archaeological sites from unauthorized excavation, looting, or vandalism. Section 6254(r) explicitly authorizes public agencies to withhold information from the public relating to "Native American graves, cemeteries, and sacred places maintained by the Native American Heritage Commission (NAHC).

Similarly, Section 6254.10 specifically exempts from disclosure requests for "records that relate to archaeological site information and reports, maintained by, or in the procession of the Department of Parks and Recreation, the State Historical Resources Commission, the State Lands Commission, the NAHC, another state agency, or a local agency. This includes records that the agency obtains through a consultation process between a Native American tribe and a state or local agency".

California Register of Historical Resources

The California Register of Historical Resources (CRHR) is a guide for state and local agencies, private groups, and the public to be used to identify state historical resources and identify properties to be protected from substantial adverse change to the extent prudent and feasible. Properties that are listed or eligible to be listed in the National Register of Historic Places (NRHP) and/or the California Historical Landmarks (CLH) are automatically included in the CRHR. Other properties identified as significant in historical resource surveys or designated by local landmarks programs, as recognized under the California Points of Interest Program, may be nominated for inclusion in the CRHR.

Eligibility for the CRHR includes one or more of the following criteria. Additionally, the resource must retain integrity, evaluated using the retention of design, material, workmanship, location, feeling, and/or association.

1. The resource is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.

2. The resource is associated with the lives of persons important to local, Californian, or national history.

3. The resource embodies distinctive characteristics of a period, type, region, or method of construction, or represent the work of a master or possesses high artistic values.

4. The resource has yielded, or has the potential to yield, information important to the prehistory of the local area, California, or the nation.

Impact Discussion

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

No impact. The NCIC records search conducted for this project identified no historical resources within a quarter mile of the project site. Standard construction BMPs including delineation of work area would be incorporated into the project. Therefore, implementation of the project would not cause an adverse change in significance of a historical resource pursuant to Section 15064.5.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less than significant with mitigation. The NCIC records search conducted for the project did not yield pre-contact cultural resources in the project parcel. However, although the

likelihood of an archaeological resource discovery is low, there is a potential for the discovery of archaeological resources whenever there is ground disturbance. Mitigation measure CR-1 is recommended in the event unanticipated discoveries are encountered. As such, project related impacts to archaeological resources will be less than significant with mitigation.

c. *Would the project disturb any human remains, including those interred outside of dedicated cemeteries?*

Less than significant with mitigation. There are no known human remains or cemeteries located within or in the immediate vicinity of the project area. Although the inadvertent discovery of human remains is unlikely, the possibility cannot be ruled out. Therefore, construction of the project would implement Mitigation Measure CR-2, Unanticipated Discovery of Human Remains, and impacts related to disturbance of human remains would be less than significant with mitigation.

Environmental Mitigation Measures

The following mitigation measure would be implemented during construction of the project to reduce potential impacts related to cultural resources.

CR-1: Unanticipated Discovery of Cultural Resources

If previously unknown cultural resources are discovered during earthmoving activities, immediately cease work in the vicinity of the find and notify the Sacramento County Department of Planning and Environmental Review. A retained qualified archaeologist will be consulted to determine whether the resource requires further study. The archeologist will make recommendations to the lead agency concerning appropriate measures that will be implemented to protect the resources, including but not limited to excavation and evaluation of the finds, consistent with Section 15064.5 of the CEQA Guidelines and 36 CFR 800. Cultural resources could consist of but are not limited to stone, bone, wood, or shell artifacts, or features including hearths, structural remains, or historic dumpsites. In accordance with Public Resources Code Section 21082 and Section 15064.5 of the CEQA Guidelines, no further grading or construction activity shall occur within 50 feet of the discovery until the lead agency approves the measures to protect these resources.

In addition, reasonable efforts to avoid, minimize, or mitigate adverse effects to the property will be taken and the State Historic Preservation Office (SHPO) and Indian tribes with concerns about the property, and the Advisory Council on Historic Preservation (Council) will be notified within 48 hours in compliance with 36 CFR 800.13 (b)(3).

CR-2: Unanticipated Discovery of Human Remains

In the event of an accidental discovery or recognition of any human remains, Public Resources Code Section 5097.98 shall be followed. Once project-related earthmoving begins and if there is a discovery or recognition of human remains, the following steps will be taken:

1. There will be no further excavation or disturbance of the specific location, or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of

the cause of death is required. If the coroner determines the remains are Native American, the coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" of the deceased Native American. The most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains, and any associated grave goods as provided in Public Resources Code Section 5097.98, or

2. Where the following conditions occur, the landowner or his/her authorized representative will rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendent or on the project area in a location not subject to further subsurface disturbance:
    - The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission;
    - The descendent identified fails to make a recommendation; or
    - The landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the NAHC fails to provide measures acceptable to the landowner.

VII. ENERGY

Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The Sacramento Municipal Utility District (SMUD) and Pacific Gas and Electric Company (PG&E) are the primary providers of electric service and natural gas in the area.

Energy use during construction is temporary and typically includes the consumption of fossil fuels, electricity, and natural gas for the operation of construction equipment and vehicles. Operational energy use would be primarily related to fossil fuels for landscaping/maintenance equipment and vehicle trips.

REGULATORY SETTING

The California Building Standards Code, Title 24, applies to all building occupancies, and related features and equipment, throughout California. The California Green Building Standards

Code (CALGreen Code) is a subsection of Title 24 which mandates green building standard code for all buildings within the State.

Section 2449 of the California Code of Regulations, Title 13, Chapter 9, Article 4.8 requires minimizing non-essential idling of construction equipment during construction. This requirement applies to all construction activities.

IMPACT DISCUSSION

a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than significant. Construction activities would require the use of fossil fuels and electricity both directly through on- and off-road construction equipment and indirectly through necessary electronic equipment and water consumption. However, energy use through the construction phase would be temporary and typical of similar construction activities within the County. Additionally, all construction equipment and vehicles would be required to adhere to federal and state regulations to limit wasteful activities such as diesel idling. The operation of the project would not result in an increase in energy consumption relative to existing conditions. No new activities that would increase energy use would be introduced and no new travel through lanes that would increase the operational capacity are included as part of the project. Therefore, implementation of the project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources and this would be a less than significant impact.

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. Construction activities for the proposed project would use equipment and vehicles that comply with federal and state standards for fuel efficiency. Additionally, implementation of the project does not include the construction or modification of any physical buildings subject to state or regional energy standards. Therefore, implementation of the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and there would be no impact.

ENVIRONMENTAL MITIGATION MEASURES

None recommended.

VIII. GEOLOGY AND SOILS

Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				

i. Rupture of a known earthquake fault, as delineated on 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 and Geology Special Publication 42.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

REGIONAL GEOLOGY

The project area lies within the Great Valley geomorphic province of California (the Great Valley), which is a gently sloping relatively flat alluvial plain. The Great Valley is bounded by the Coast Mountain Ranges on the west, the Sierra Nevada on the east, and the Klamath and Cascade Mountain Ranges on the north. The Great Valley is a trough in which sediments eroded from the adjacent mountain ranges have been deposited since the Jurassic Era (approximately 160 million years ago) (California Geological Survey, 2002).

TOPOGRAPHY

The project area is on the broad, flat alluvial plain in the Sacramento Valley of the Great Valley. The topography of the site is relatively flat with an average elevation of 50 feet above mean sea level (msl).

SEISMIC HAZARDS

FAULTS AND SEISMICITY

There are no active or potentially active faults in the vicinity of the project area. The closest Alquist-Priolo Earthquake Fault Zone is located approximately 47.7 miles southwest of the project area, known as the Green Valley Fault (California Department of Conservation, 2022). According to the Safety Element Background of the Sacramento County General Plan, there are two fault zones to the east and west of the County. The Green Valley Fault Zone is approximately 47.7 miles southwest and the Bear Mountain Fault Zone is approximately 23 miles northeast of the project area. The closest active fault to the project area is the Dunnigan Hills Fault, approximately 33 miles northwest.

GROUND SHAKING

Ground shaking is the result of faulting and is the primary cause of earthquake damage to man-made structures. The 2016 Earthquake Shaking Potential for California map indicates the project area is in an area with lower probability of ground shaking (Branum, Chen, Petersen, & Wills, 2016).

LIQUEFACTION AND LANDSLIDES

According to the seismic hazards identified by the California Geological Survey, the project area is not within an area designated as a liquefaction or landslide hazard (California Department of Conservation, 2022).

SOILS

According to the Natural Resources Conservation Service's (NRCS) Web Soil Survey, the project area is underlain with the following soil types: Columbia Sandy Loam, Consumnes Silt Loam, Galt Clay, and Sailboat Silt Loam (Appendix C).

Table IS-3: Site Soil Types and Characteristics

Soil Name	Slope Class	Soil Depth	Drainage	Erosion Potential	Linear Extensibility[1]
Columbia Sandy Loam	0-2 percent	Moderately deep	Somewhat poorly drained	86 (tons per acre per year)	N/A
Consumnes Silt Loam	0-2 percent	Impervious to moderately deep	Somewhat poorly drained	48 (tons per acre per year)	Low
Galt Clay	0-1 percent	Moderately deep	Moderately well drained	86 (tons per acre per year)	Low
Sailboat Silt Loam	0-2 percent	Moderately deep	Somewhat poorly drained	48 (tons per acre per year)	Low

Source: (Natural Resources Conservation Service, 2025)

[1] *Linear extensibility is used to determine the shrink-swell potential of soils.*

PALEONTOLOGICAL RESOURCES

Paleontological resources are the fossilized evidence of organisms preserved in the geologic record. Fossils are considered nonrenewable resources that are protected by federal, state, and local environmental laws and regulations. Sedimentary rocks, and some volcanic and metamorphic rocks, have potential to yield significant fossiliferous deposits.

The project area has been previously developed with institutional land uses and existing roadways. Therefore, the near surface deposits are likely comprised of Holocene-age artificial fill material. Based on the geologic mapping, the artificial fill is underlain by deposits of Pleistocene-age Turlock Lake Formation, with sediments deposited approximately 130,000-450,000 years before present (B.P.). Pleistocene-age deposits have been known to contain paleontological resources.

IMPACT DISCUSSION

a. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

   i. *Rupture of a known earthquake fault, as delineated on 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 and Geology Special Publication 42.*

   No Impact. The project area is not within or adjacent to a fault zone under the Alquist-Priolo Earthquake Fault Zone Act. As described above, the nearest fault zone on the Alquist-Priolo Earthquake Fault Zoning Map is the Green Valley Fault, approximately 47.7 miles southwest of the project area. Therefore, implementation of the project would not directly or indirectly cause potential substantial adverse effects involving the rupture of a known fault as delineated on the most recent Alquist-Priolo Fault Zone Map and there would be no impact.

   ii. *Strong seismic ground shaking?*

   Less than significant. The closest active fault to the project area is the Dunnigan Hills Fault, approximately 33 miles to the northwest. The intensity of ground shaking is dependent on the proximity to the epicenter of the site, the magnitude of the earthquake, and site soil conditions. The 2016 Earthquake Shaking Potential for California map indicates the project area has a lower probability of shaking hazard intensities. Construction of the project would be required to comply with California's uniform building code and the unfired pressure vessel safety orders which govern standards for buildings and pipes laid underground. Therefore, this would be a less than significant impact.

   iii. *Seismic-related ground failure, including liquefaction?*

   No Impact. Liquefaction happens when ground shaking causes water-saturated, loosely packed soils to lose strength and take on the characteristics of a fluid. Factors contributing to liquefaction include soil type, depth to groundwater, and level and duration of ground shaking. The project area is not within a liquefaction hazard zone; therefore, there would be no impact.

   iv. *Landslides?*

No Impact. The project area is relatively flat, with existing roads and surrounding residential and commercial infrastructure. Additionally, the California Department of Conservation's Earthquake Hazards Zone Application indicates that the project area is not located in a landslide hazard zone (California Department of Conservation, 2022). Therefore, there would be no impact.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Less than significant. The project would construct a fueling station and the underground installation of a fuel pipeline. The project site is located near Terminal A of the Sacramento International Airport and is located entirely on land that has been paved for use in airport operations. Construction activities such as site clearing and grubbing would not be required, and activities such as earthmoving and excavation would be limited in scope. Construction activities that would disturb soil would be limited to the approximately 82,000 square foot fueling station and a 3,291-foot portion of the fuel line. The remaining portion of the fuel line that is to be laid would utilize horizontal drilling and would not result in an open trench. During construction the contractor would be required to comply with all applicable provisions and requirements of Sacramento County's Grading and Erosion Control ordinance (Municipal Code Chapter 16.44). Additionally, construction would disturb more than one acre of land, which would require a project specific Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would include best management practices and erosion control measures to be implemented during construction activities. Therefore, the project would have a less than significant impact on soil erosion or the loss of topsoil.

c. Would the project 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?

Less than significant. The potential for landslides and liquefaction are minimal due to the project parcel's flat area and the depth of the groundwater table. The project would be required to conform to the most recent California Building Code (CBC). Conformance to the CBC, standard engineering practices, and design criteria would reduce the potential for substantial risks as a result of unstable soils, Therefore the impacts would be less than significant.

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less than significant. The soil types within the project area (Table IS-3) have low linear extensibility ratings. Structural design must conform to the criteria detailed in the CBC (Chapters 16, 18, 33, and the Appendix to Chapter 33). The code and policies are part of the existing regulatory framework of Sacramento County and reliance on them is assumed for any new development related to the project. Any project-related development would adhere to the existing CBC, which will ensure the maximum necessary protection available to avoid substantial risk to life and property. Therefore, impacts from construction of the project would be less than significant

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No impact. The use of septic tanks or alternative waste water disposal systems is not included as part of the project. The project would utilize existing wastewater treatment systems and sewer connections that are part of the Sacramento International Airport operations. Additionally, an oil-water separator would be installed to prevent the contamination of water resources in the event of a fuel spill occurring.

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than significant. The refueling station site is already developed and paved for use as a part of Terminal A and for airport operations. The pipeline will cross land developed as taxiways, ramps, and internal roads and pass through land covered with annual grasses within the airport operation area. The maximum anticipated depth of construction is anticipated to reach 15 feet below graded surface for the pipeline installed using HDD methods. As the project site is located within the airport operational area that has been heavily developed with the airport and supporting structures and facilities, it is unlikely that any paleontological resources or unique geologic features would be affected. Therefore, impacts would be less than significant.

Environmental Mitigation Measures

None recommended.

IX. Greenhouse Gas Emissions

Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Environmental Setting

Greenhouse Gas Background

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

GHGs are present in the atmosphere naturally; are released by natural sources and anthropogenic sources (e.g., human-caused); and are formed from secondary reactions taking place in the atmosphere. Natural sources of GHGs include the respiration of humans, animals, and plants; decomposition of organic matter; volcanic activity; and evaporation from the oceans. Anthropogenic sources include the combustion of fossil fuels by stationary and mobile sources, waste treatment, and agricultural processes. Anthropogenic sources lead to atmospheric levels of GHGs in excess of natural ambient concentrations and have the potential to adversely affect the environment because such emissions contribute, on a cumulative basis, to global climate change.

The following are GHGs that are widely accepted as the principal contributors to human-induced global climate change that are relevant to the project:

- Carbon dioxide (CO_2)
- Methane (CH_4)
- Nitrous oxide (N_2O)
- Fluorinated gases such as chlorofluorocarbons (CFCs), perfluorinated chemicals (PFCs), sulfur hexafluoride (SF6), hydrochlorofluorocarbons (HCFCs), and hydrofluorocarbons (HFCs).

Emissions of CO_2 are byproducts of fossil fuel combustion. CH_4 is the main component of natural gas and is associated with agricultural practices and landfills. N_2O is a colorless GHG that results from industrial processes, vehicle emissions, and agricultural practices.

Global warming potential (GWP) is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP of a GHG is based on several factors, including the relative effectiveness of gas to absorb infrared radiation and the length of time that the gas remains in the atmosphere ("atmospheric lifetime"). The reference gas for GWP is CO_2; therefore, CO_2 has a GWP of 1. The other main GHGs that have been attributed to human activity include CH_4, which has a GWP of 28, and N_2O, which has a GWP of 265 (IPCC 2014). For example, 1 ton of CH_4 has the same contribution to the greenhouse effect as approximately 28 tons of CO_2. GHGs with lower emission rates than CO_2 still may contribute to climate change because they are more effective at absorbing outgoing infrared radiation than CO_2 (i.e., high GWP).

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of any particular GHG molecule is dependent on multiple variables and cannot be pinpointed, it is understood that more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms. GHGs typically persist in the atmosphere for extensive periods of time, long enough to be dispersed throughout the globe and result in long-term global impacts. As such, a project may not, by itself, contribute significantly to climate change; however, cumulative emissions from many projects and plans all contribute to global GHG concentrations and the climate system.

REGULATORY BACKGROUND

STATE

California has adopted statewide legislation addressing various aspects of climate change and greenhouse gas (GHG) emissions mitigation. Much of this legislation establishes a broad framework for the State's long-term GHG reduction and climate change adaptation program. Of particular importance is AB 32, which establishes a statewide goal to reduce GHG emissions back to 1990 levels by 2020, and Senate Bill (SB) 375 supports AB 32 through coordinated transportation and land use planning with the goal of more sustainable communities. California reached the goals set in AB 32 in 2016. As a follow up to AB 32, SB 32 (the Global Warming Solutions Act of 2006) extends the State's GHG policies and establishes a near-term GHG reduction goal of 40% below 1990 emissions levels by 2030. Executive Order S-03-05 identifies a longer-term goal for 2050.[1]

REGIONAL

As discussed in the Air Quality Section, the project area is within the boundaries of the SMAQMD. The SMAQMD has developed GHG thresholds and screening levels to provide a consistent scale to measure the significance of land use development. The thresholds are used to evaluate a project for consistency with statewide GHG reduction targets as established in AB 32 and SB 32.

GHG Thresholds of Significance

Addressing GHG generation impacts requires an agency to decide as to what constitutes a significant impact. The Governor's Office of Land Use and Climate Innovation (formerly OPR) Guidance does not include a quantitative threshold of significance to use for assessing a proposed development's GHG emissions under CEQA. Moreover, CARB has not established such a threshold or recommended method for setting a threshold for proposed development-level analysis.

On April 23, 2020, SMAQMD adopted an update to their land development project operational GHG threshold, which requires a project to demonstrate consistency with CARB's 2017 Climate Change Scoping Plan. SMAQMD developed thresholds for Sacramento County based on determining the County's share of statewide 2030 GHG emissions by sector, versus new development, allocating 2030 GHG emissions from new development among land uses and place types to set numeric thresholds, and setting best management practices by land uses and place types that achieve those numeric thresholds. The Sacramento County's Board of Supervisors adopted the updated GHG threshold in December 2020. SMAQMD's technical support document, "GHG Thresholds for Sacramento County", identifies operational measures that should be applied to a project to demonstrate consistency.

For land development and construction projects, the SMAQMD thresholds of significance for GHG, for both construction and operational phases, is 1,100 MT CO_2e (metric tons of carbon dioxide equivalent) per year. For Stationary sources, the threshold of significance for the

[1] EO S-03-05 has set forth a reduction target to reduce GHG emissions by 80% below 1990 levels by 2050. This target has not been legislatively adopted.

construction phase is 1,100 MT CO_2e per year and for the operational phase, 10,000 MT CO_2e per year.

LOCAL

The County's Climate Action Plan (CAP), adopted by the Board of Supervisors in November 2024, is a comprehensive, multi-objective plan that balanced environmental, economic, and community interests for the reduction of GHG emissions. As part of the CAP, the County prepared GHG inventories for community and government operations, categorized by sector for a baseline year (2015). Based on the forecast, GHG emissions, and population projections, the County is expected to have an emissions rate of 4.95 MT CO_2e per capita in 2039. The County's goal is to achieve carbon neutrality by 2030.

Strategies and measures have been identified in the CAP to meet California's 2020 and 2045 GHG reduction targets. Each measure is supported by implementing actions to reduce GHG emissions generated from current and future activities within the unincorporated areas of the County, including existing County facilities and operations. Upon implementation of the CAP, projects being proposed in unincorporated areas of the County would need to demonstrate compliance with applicable measures and actions.

THRESHOLDS OF SIGNIFICANCE

Addressing GHG generation impacts requires an agency to make a determination as to what constitutes a significant impact. Governor's Office of Planning and Research's (OPR's) Guidance does not include a quantitative threshold of significance to use for assessing a proposed development's GHG emissions under CEQA. Moreover, CARB has not established such a threshold or recommended a method for setting a threshold for proposed development-level analysis.

In April 2020, SMAQMD adopted an update to their land development project operational GHG threshold, which requires a project to demonstrate consistency with CARB's 2017 Climate Change Scoping Plan. The Sacramento County Board of Supervisors adopted the updated GHG threshold in December 2020. SMAQMD's technical support document, "Greenhouse Gas Thresholds for Sacramento County", identifies operational measures that should be applied to a project to demonstrate consistency.

All projects must implement Tier 1 Best Management Practices to demonstrate consistency with the Climate Change Scoping Plan. After implementation of Tier 1 Best Management Practices, project emissions are compared to the operational land use screening levels table (equivalent to 1,100 metric tons of CO_2e per year). If a project's operational emissions are less than or equal to 1,100 metric tons of CO_2e per year after implementation of Tier 1 Best Management Practices, the project will result in a less than cumulatively considerable contribution and has no further action. Tier 1 Best Management Practices include:

- BMP 1 – no natural gas: projects shall be designed and constructed without natural gas infrastructure.
- BMP 2 – electric vehicle (EV) Ready: projects shall meet the current CalGreen Tier 2 standards.
    - EV Capable requires the installation of "raceway" (the enclosed conduit that forms the physical pathway for electrical wiring to protect it from damage) and

adequate panel capacity to accommodate future installation of a dedicated branch circuit and charging station(s)

- EV Ready requires all EV Capable improvements plus installation of dedicated branch circuit(s) (electrical pre-wiring), circuit breakers, and other electrical components, including a receptacle (240-volt outlet) or blank cover needed to support future installation of one or more charging stations

Projects that implement BMP 1 and BMP 2 can utilize the screening criteria for operation emissions outlined in Table IS-4. Projects that do not exceed 1,100 metric tons per year are then screened out of further requirements. For projects that exceed 1,100 metric tons per year, then compliance with BMP 3 is also required:

- BMP 3 – Reduce applicable project VMT by 15% residential and 15% worker relative to Sacramento County targets, and no net increase in retail VMT. In areas with above-average existing VMT, commit to provide electrical capacity for 100% electric vehicles.

SMAQMD's GHG construction and operational emissions thresholds for Sacramento County are shown in Table IS-4.

Table IS-4: SMAQMD Thresholds of Significance for Greenhouse Gases

Land Development and Construction Projects		
	Construction Phase	Operational Phase
Greenhouse Gas as CO_2e	1,100 metric tons per year	1,100 metric tons per year
Stationary Source Only		
	Construction Phase	Operational Phase
Greenhouse Gas as CO_2e	1,100 metric tons per year	10,000 metric tons per year

Impact Discussion

a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than significant The completed project does not use natural gas and minimal increases in electrical use. The project will shorten the fueling truck trip lengths, incrementally reducing on-airport vehicle VMT. GHG emissions associated with construction were calculated using California Emissions Estimator Model (CalEEMod) (California Emission Estimator Model, 2022) (Appendix B). Construction emissions were estimated to be 419.83 metric tons per year which is below SMAQMD's threshold of 1,100 metric tons per year. Emissions associated with construction are temporary in nature and would cease upon project completion. Operational emissions were estimated to be 0.00 metric tons per year as the pipeline and fueling station connect to existing infrastructure and do not have any operational emissions. Additionally, emissions from fueling truck trips are part of existing airport operations and operation of the project would not increase the capacity or quantity of fueling trucks. Implementation of the project as discussed above would incrementally reduce

the on-airport VMT thereby contributing to a reduction in overall airport operational emissions.

Basic Construction Emissions Control Practices are included as a mitigation measure with which the project must comply (Mitigation Measure AQ-1). The project is below the SMAQMD thresholds for Ozone precursors (NOx), PM_{10} and $PM_{2.5}$. The potential GHG emissions would be less than the SMAQMD threshold of 1,100 metric tons of CO_2e.

b. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No impact. The project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases as construction and operation of the project fall under the threshold of significance identified by SMAQMD. Therefore, there would be no impact.

Environmental Mitigation Measures

None recommended.

X. Hazards and Hazardous Materials

Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. 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?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
f. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

ENVIRONMENTAL SETTING

The project area is located within the SMF Airport's airport operation area in the Natomas community in unincorporated Sacramento County. The project area is surrounded by primarily agricultural uses and the Metro Airpark special planning area.

A review of publicly available databases was conducted for the project to determine if any known hazardous waste sites are within the project area. The databases included EnviroStor maintained by the California Department of Toxic Substances Control (DTSC) (Department of Toxic Substances Control, 2024) and GeoTracker maintained by the State Water Resources Control Board (SWRCB) (State Water Resources Control Board, 2024). Additionally, a search of the U.S. Environmental Protection Agency's (EPA) National Priorities List (Superfund) database was completed (U.S. Environmental Protection Agency, 2024).

Based on the review of the above databases, there are no known hazardous waste sites within the project area. However, there are several closed leaking underground storage tanks (LUST) within a 0.5-mile radius of the project area and one open case addressing Per- and Polyfluoroalkyl Substances (PFAS) contamination, with no LUST cases located along the project alignment. The closest LUST site is located approximately 1,250 feet to the west of the project site and consists of five closed cases (Case Nos. T0606700850, T0606700773, T0606700767, T0606700798, and T0606700870), all closed as of 2003. There is an active case (T10000012777), open as of 2023, conducting a PFAS investigation under the State Water Resources Control Board PFAS Order WQ 2019-0005-DWQ for all the SMF area. Sacramento McClellan Airport, which is approximately 10.3 miles east of the project area, is the nearest superfund site on the U.S. EPA list.

REGULATORY SETTING

The Hazardous Materials Division of the Sacramento County Environmental Management Department (EMD) has been designated by the California Environmental Protection Agency (CalEPA) as the Certified Unified Program Agency (CUPA) for Sacramento County. As the CUPA, the Environmental Compliance Division is responsible for the implementation of six (6) statewide environmental programs for Sacramento County, including underground storage of hazardous substances. Program implementation involves permitting and inspection of regulated facilities, providing educational guidance and notice of changing requirements stipulated in State or Federal laws and regulations, investigations of complaints regarding spills or unauthorized releases and administrative enforcement actions levied against facilities that have violated applicable laws and regulations. Fuel station operators are required to submit an application for permits to install, upgrade, repair, or remove underground storage tanks (USTs) to County EMD. The CUPA also coordinates with State and federal agencies during the remediation process, when protective measures fail and a release occurs.

In the State of California, Section 65962.5 of the Government Code requires that the California Department of Toxic Substances Control (DTSC), the California Department of Public Health, and the State Water Resources Control Board (SWRCB) compile lists of all hazardous waste facilities subject to corrective action, sites included in the Abandoned Site Assessment Program, drinking water wells that contain detectable levels of organic contaminants, underground storage tanks with unauthorized releases, and solid waste disposal sites, cleanup sites, and the like. Locations of potential toxic substances and contamination in California are identified by the DTSC and the SWRCB. According to the DTSC and SWRCB databases, the project site is not

identified as a hazardous materials cleanup site, nor are there any hazardous materials cleanup sites located adjacent to the project site.

Impact Discussion

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than significant. Construction of the project would result in emissions from construction equipment and vehicles and would require the handling of construction-related hazardous materials and waste such as oil and lubricants. However, construction-related emissions and handling of construction-related hazardous materials and waste would be temporary and cease upon completion of project construction. Operation of the project would reduce the length of trips that fueling trucks take to reach airplanes within Terminal A and improve the safe transport of fuel by eliminating the need for the fuel trucks to cross existing taxiways and ramps. All handling of hazardous materials and waste would be conducted in accordance with federal, state, and local regulations.

b. 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?

Less than significant. Construction of the project would result in emissions from construction equipment and vehicles and would require the handling of construction-related hazardous materials and waste such as oil and lubricants. However, construction-related emissions and handling of construction-related hazardous materials and waste would be temporary and cease upon completion of project construction. Additionally, per FAA regulations, an oil water separator to treat contaminated water before it is discharged into on-site stormwater infrastructure would be constructed with the fuel station Therefore, implementation of the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions and impacts would be less than significant.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No impact. There are no existing or proposed schools within one-quarter mile of the project site, therefore there would be no impacts related to hazardous emissions and the handling of hazardous materials within one-quarter of a school.

d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No impact. The project site is not located on a site included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5. The closest LUST site is located approximately 1,250 feet to the west of the project site and consists of five closed cases (Case Nos. T0606700850, T0606700773, T0606700767, T0606700798, and T0606700870), all closed as of 2003. There is one open case (T10000012777) investigating elevated PFAS concentrations that is still ongoing. However, implementation of the project

would not constitute a significant hazard to the public or the environment. Therefore, there would be no impact.

e. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than significant. The project site is located entirely within the boundary of the Sacramento International Airport and access to the project site would be by private access roads owned by the airport. Additionally, the project will utilize HDD techniques in the construction of the pipeline to install the pipeline under existing taxiways, ramps, and access roads. As such there would be no lane closures required. Open trenching will be utilized to install portions of the pipeline parallel to existing roadways, ramps, and access roads. As such there would be no lane closures required and impacts would be less than significant.

f. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less than significant. The project site is not located within a High and Very High Fire Hazard Severity Zone (California Department of Forestry and Fire Protection, 2025). The project would be constructed in accordance with fire codes established in the Uniform Building Code, California Building Code, and Airport Fire Response District laws, ordinances, regulations, and standards. Therefore, project impacts involving wildland fires would be less than significant.

ENVIRONMENTAL MITIGATION MEASURES

None recommended.

XI. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. 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 a 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?	☐	☐	☒	☐
d. Develop in an area that is subject to 200-year urban levels of flood protection (ULOP)?	☐	☐	☒	☐
e. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
f. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

REGIONAL HYDROLOGY

SMF is located east and north of the Sacramento River in the Natomas Basin. The Natomas Basin covers approximately 55,000 acres and is bounded by the Natomas Cross Canal on the north, Sacramento River on the west and south, the American River on the southeast, and the Natomas East Main Drainage Canal on the east.

The Natomas Basin is relatively flat and was historically part of the Sacramento/American River floodplain. Currently the area is enclosed by levees that separate it from the Sacramento and American rivers. The airport and surrounding County property are crossed by an extensive system of interconnected canals and ditches. Irrigation ditches and drainage canals serve to convey the stormwater runoff within the airport to main canals, which eventually discharge into the Sacramento River.

GROUNDWATER

SMF is located within the North American Subbasin that was established by the Sustainable Groundwater Management Act (SGMA) in 2014. The North American Subbasin is managed by five Groundwater Service Agencies that implement a Groundwater Sustainability Plan that monitors groundwater conditions and management. The North American Subbasin encompasses an area of approximately 342,000 acres within parts of Sutter, Placer, and Sacramento County. The North American Subbasin is generally bounded by the American, Bear, Feather and Sacramento rivers.

FLOODING

According to the Federal Emergency management Agency (FEMA) National Flood Hazard Layer, the project area is withing Zone A99 (06067C0030J), an area where construction has reached specified legal requirements and is protected by a federal flood control systems.

REGULATORY SETTING

FEDERAL

CLEAN WATER ACT

The federal Clean Water Act and subsequent amendments, under the enforcement authority of the US Environmental Protection Agency (USEPA), was enacted "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters." The purpose of the act is to protect and maintain the quality and integrity of the nation's waters by requiring states to develop and implement state water plans and policies. The Clean Water Act also sets water quality standards for surface waters and established the National Pollutant Discharge Elimination System (NPDES) program to protect water quality, such as under Section 402, which outlines the NPDES program, including Section 402(p), which governs stormwater permitting. The Clean Water Act authorizes the US EPA to implement pollution control programs such as setting wastewater standards for industry. In California, implementation and enforcement of the act is conducted through the California SWRCB and the nine (9) Regional Water Quality Control Boards (RWQCBs).

NPDES PERMIT

Section 402 of the Clean Water Act contains the NPDES permit system, which regulates municipal and industrial point discharges to surface waters of the U.S. Each NPDES permit for point discharges contains limits on allowable concentrations of pollutants contained in discharges.

The NPDES program also regulates non-point source (i.e., stormwater) pollutants in discharges. Stormwater sources are diffuse and originate over a wide area rather than from a definable point. The goal of NPDES stormwater regulations is to improve the quality of stormwater discharged to receiving waters to the "maximum extent practicable" using structural and non-structural best management practices (BMPs). BMPs can include the development and implementation of various practices including educational measures (workshops informing the public of the impacts of household chemicals being dumped into storm drains), regulatory measures (local authority of drainage facility design), public policy measures, and structural measures (e.g., silt fences, straw wattle, grass swales, and detention ponds). The NPDES permits that apply to the project include the Construction General Permit, as described further below.

STATE

PORTER-COLOGNE WATER QUALITY CONTROL ACT

The Porter-Cologne Water Quality Control Act (Water Code Section 13000 et seq.) is the primary water quality control law in California. The Porter-Cologne Act established the SWRCB and divided the State into nine (9) regional basins, each overseen by a RWQCB. The nine (9) RWQCBs have the primary responsibility for the coordination and control of water quality within their respective jurisdictional boundaries. The Porter-Cologne Act requires the RWQCBs to establish water quality objectives while acknowledging that water quality may be changed to some degree without unreasonably affecting beneficial uses. Water quality objectives are limits or levels of water quality constituents or characteristics established for the purpose of protecting beneficial uses. Designated beneficial uses, together with the corresponding water quality objectives, also constitute water quality standards under the federal Clean Water Act. Therefore, the water quality objectives form the regulatory references for meeting State and federal

requirements for water quality control. Designated beneficial uses for water bodies on the project site are described in the regional regulatory section (under Water Quality Control Plan [Basin Plan]).

NPDES CONSTRUCTION GENERAL PERMIT

Construction associated with projects that would disturb more than one (1) acre of land surface affecting the quality of stormwater discharges into waters of the U.S. are subject to the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order 2022-0057-DWQ, NPDES No. CAS000002).

The Construction General Permit regulates discharges of pollutants in stormwater associated with construction activity to waters of the U.S. from construction sites that disturb one (1) acre or more of land surface, or that are part of a common plan of development or sale that disturbs more than one (1) acre of land surface. The permit regulates stormwater discharges associated with construction or demolition activities, such as clearing and excavation; construction of buildings; and linear underground projects, including installation of water pipelines and other utility lines.

The Construction General Permit requires that construction sites be assigned a Risk Level of One (low), Two (medium), or Three (high), based both on the sediment transport risk at the site and the receiving waters risk during periods of soil exposure (e.g., grading and site stabilization). The sediment risk level reflects the relative amount of sediment that could potentially be discharged to receiving water bodies and is based on the nature of the construction activities and the location of the site relative to receiving water bodies. The receiving waters risk level reflects the risk to the receiving waters from the sediment discharge. Depending on the risk level, the construction projects could be subject to the following requirements:

- Effluent standards
- Good site management “housekeeping”
- Non-stormwater management
- Erosion and sediment controls
- Run-on and runoff controls
- Inspection, maintenance, and repair
- Monitoring and reporting requirements

The Construction General Permit requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP), which includes specific BMPs designed to prevent sediment and pollutants from contacting stormwater from moving off-site into receiving waters. The BMPs fall into several categories, including erosion control, sediment control, waste management and good housekeeping, and are intended to protect surface water quality by preventing the off-site migration of eroded soil and construction-related pollutants from the construction area. Routine inspection of all BMPs is required under the provisions of the Construction General Permit. In addition, the SWPPP is required to contain a visual monitoring program, a chemical monitoring program for non-visible pollutants, and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

LOCAL

SACRAMENTO COUNTY WATER QUALITY: EROSION AND GRADING

Sacramento County has a National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit issued by Regional Water Board. The Municipal Stormwater Permit requires the County to reduce pollutants in stormwater discharges to the maximum extent practicable and to effectively prohibit non-stormwater discharges. The County complies with this permit in part by developing and enforcing ordinances and requirements to reduce the discharge of sediments and other pollutants in runoff from newly developing and redeveloping areas of the County.

The County has established a Stormwater Ordinance (Sacramento County Code 15.12). The Stormwater Ordinance prohibits the discharge of unauthorized non-stormwater to the County's stormwater conveyance system and local creeks. It applies to all private and public projects in the County, regardless of size or land use type.

IMPACT DISCUSSION

a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

   Less than significant. Construction of the project would disturb more than one acre of soil; therefore, compliance with the State Water Resources Control Board (SWRCB) Construction General Permit requirements would be required, including the preparation of a site-specific Storm Water Pollution Prevention Plan (SWPPP). Erosion and sediment control measures (e.g., stabilized construction entrances, spray-on soil stabilizers, staked or weighted straw wattles or fiber rolls, silt fences, etc.) to prevent construction debris from entering nearby stormwater systems would be incorporated into the SWPPP. Additionally, construction of the project would comply with the County's Stormwater Ordinance (Section 15.12), which requires implementation of BMPs to the maximum extent practicable to prevent or minimize non-stormwater or pollutant discharge into County waterways during construction.

   Therefore, construction of the project, with the implementation of the above, would not violate any water quality standards or waste discharge requirements, nor would it substantially degrade surface or ground water quality, and would result in less than significant impacts.

b. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

   Less than significant. As described above, the project area is within the North American Subbasin, which encompasses an area of approximately 342,000 acres. Implementation of the project would construct a fuel station and underground a fuel pipeline on existing tarmac, which would not result in an increase in the impervious surface area within the North American Subbasin. Therefore, implementation of the project would not substantially interfere with groundwater recharge that would impede groundwater management in the basin.

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 a substantial erosion or siltation on- or off-site;

Less than significant. During construction there is the potential for erosion from ground disturbing activities; however, as previously discussed compliance with the SWRCB Construction General Permit requirements and the County's Stormwater Ordinance would be required, which would reduce the potential for erosion or siltation. With compliance with the aforementioned requirements, impacts related to erosion and siltation will be less than significant.

ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

Less than significant. The project area is located within an area of the Sacramento International Airport that has been paved and utilized as part of airport operations. Construction of the project would result in a minimal increase in impervious surface area; however, this would not result in a substantial increase in runoff water that would increase flooding or exceed the capacity of the existing system. Additionally, the project will be required to comply with the County Floodplain Management Ordinance and Stormwater Quality Design Manual. Therefore, implementation of the project would not substantially alter the existing drainage pattern of the project area and would result in less than significant impacts on erosion, runoff, and flood flows.

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

Less than significant. Implementation of the project includes the installation of a fueling station near Terminal A and the construction of a fuel pipeline connecting to an existing fuel station located to the north of Terminal A, which would result in a marginal increase in impervious surface area. The project does not include the alteration of existing water facilities and will utilize the existing stormwater systems. Construction of the project would not result in the substantial increase of runoff water that would increase flooding or exceed the capacity of the existing system. Therefore, implementation of the project would not substantially alter the existing drainage pattern of the project area.

iv. impede or redirect flood flows?

Less than significant. According to the Federal Emergency Management Agency (FEMA) National Flood Hazard Layer, the project and surrounding area is within Zone A99, an area with 1% chance flood hazard but is protected by a federal flood control system. Flood zone A99 denotes areas of potential flood hazard reduced by flood protection systems that are currently being constructed, and the project is not expected to impede or redirect flood flows. Additionally, the project will be required to comply with the Sacramento County Floodplain Management Ordinance. Therefore, impacts related to flood flows will be less than significant.

d. Would the project develop in an area that is subject to 200-year urban levels of flood protection (ULOP)?

Less than significant. The project site is located within a 200-year ULOP area which is protected by a levee. Construction of the project is primarily the installation of an underground pipeline with minimal vertical structures associated with the fuel station. The fuel station will be required to meet County Floodplain Ordinance Requirements and as such impacts would be less than significant.

e. Would the project in flood hazard, tsunami, or seiche zones risk release of pollutants due to project inundation?

Less than significant. The project site is located in a flood hazard Zone A99 but is not located in a tsunami, nor seiche zone. A site specific SWPPP would be developed for the project as part of compliance with the SWRCB Construction General Permit requirements. Risk of release of pollutants due to inundation would be minimal due to the installation and operation of the oil-water separator and impacts would be less than significant.

f. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. Construction of the project would include compliance with all regulatory requirements including the development of a site specific SWPPP, adherence to the SWRCB Construction General Permit requirements, and following the conditions in the County's Stormwater Ordinance. Additionally, the project would result in a marginal increase in impervious surface area and construction and operation of the project would not substantially decrease groundwater supply or inhibit groundwater recharge. Therefore, implementation of the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and there would be no impact.

Environmental Mitigation Measures

None recommended.

XII. Land Use and Planning

Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a. Physically divide an established community?	☐	☐	☐	☒
b. 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?	☐	☐	☐	☒

REGULATORY SETTING

SACRAMENTO COUNTY GENERAL PLAN LAND USE ELEMENT

The County's General Plan consists of 16 elements that outline the long-range vision for development within the County focused on existing needs and character of the County. The Land Use Element of the General Plan establishes the foundation for future land use and development throughout the County and establishes a land use classification system as well as land use policies. As required by State law, The Land Use Element must identify land use designations and intensities. As such, the County Land Use Element provides designations and intensities for urban, rural, and open space development.

SACRAMENTO INTERNATIONAL AIRPORT MASTER PLAN

The Sacramento International Airport Master Plan was prepared with the objective of identifying a recommendation for phased airport development at SMF over a 20-year period including modifications to existing facilities and the development of new facilities though the year 2038.

ZONING CODE

In addition to the General Plan and the Land Use Compatibility Plan, the County's Zoning Code establishes land use zones with standards and regulations for development within those zones. Chapter 2 of the Zoning Code, Zoning Districts, divides unincorporated areas into various zoning districts, each with development standards and use regulations. These districts are categorized into agricultural, agricultural-residential, residential, and combining zoning districts.

IMPACT DISCUSSION

a. Would the project physically divide an established community?

No impact. The project consists of the construction of a fueling station and the underground installation of a fuel pipeline. Construction and operation of the project is located entirely within public right of way owned by the Sacramento International Airport and is not adjacent to an established community.

The project would result in construction of a fuel station and fuel pipeline that would service existing airport operations; therefore, the project would not conflict with existing land use patterns in the area or physically divide an established community. As such, the project would have no impact.

b. Would the project 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?

No impact. The project is consistent with the land use policies of the General Plan, the Sacramento International Airport Master Plan, and Zoning Ordinance. Implementation of the project would not conflict with other local policies or regulations; therefore, impacts would be less than significant with mitigation.

Environmental Mitigation Measures

None recommended.

XIII. Mineral Resources

Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a. Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	☐	☐	☐	☒
b. 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?	☐	☐	☐	☒

Environmental Setting

The project site is located within a developed area of the SMF Airport and is not located on an important mineral resource recovery site as delineated by the General Plan, a specific plan, or other land use plan.

Impact Discussion

a. *Would the project result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?*

   No impact. The project site is located within an area utilized for airport operations and is not located on an important mineral resource recovery site as delineated by the General Plan, a specific plan, or other land use plan and there would be no impact.

b. *Would the project 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?*

   No impact. The project site is located within an area utilized for airport operations and is not located on an important mineral resource recovery site as delineated by the General Plan, a specific plan, or other land use plan and there would be no impact.

Environmental Mitigation Measures

None recommended.

XIV. NOISE

Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a. 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?	☐	☐	☐	☒
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The project site is located within the airport operation area, on land that is paved and currently used as part of airport operations. Given the site's location within the existing airport terminal, the primary noise source is from airplane landing, takeoff, and taxiing. Although the project is considered a transportation project, it is not considered capacity increasing. Therefore, construction of the project would be required to adhere to General Plan Policy NO-8 (Sacramento County, 2022a):

- NO-8: Noise associated with construction activities shall adhere to the County Code requirements. Specifically, Section 6.68.090(e) addresses construction noise within the County.

County Code Section 6.68.090(e) exempts construction activities from the noise ordinance if they are conducted between the hours of 6:00 a.m. to 8:00 p.m. Monday through Friday and 7:00 a.m. to 8:00 p.m. Saturday and Sunday

IMPACT DISCUSSION

a. Would the project result in the 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?

Less than significant. Existing ambient noise levels in the project area consists of airplane takeoff, landing, and taxiing, as well as noise from operation of airport vehicles used for fueling and for cargo transportation. During project construction, noise from construction activities may intermittently dominate the environment in the project area. Construction of the project would require the use of typical construction equipment (e.g., dump truck, drill rigs, etc.). According to the Federal Highway Administration (FHWA), noise from standard construction equipment ranges from 70 to 95 A-weighted decibels (dBA) in maximum sound level (L_{max}) at 50 feet from the source (Federal Highway Administration, 2006). The project is not capacity increasing and construction of the project will adhere to General Plan Policy NO-8.

There are no sensitive receptors within one mile of the project area, the closest sensitive receptor, a single-family residence, is located approximately 1.5 miles to the southwest. As previously mentioned, the County's Municipal Code (Section 6.68.090(e)) exempts construction activities from County's noise standards between the hours of 6:00 a.m. and 8:00 p.m. on weekdays. Construction-related noise would be temporary and conducted in accordance with the County's Municipal Code. Construction impacts are less than significant.

Operation of the project is not anticipated to generate an increase in ambient noise levels beyond that of the current conditions. Operation of the project would reduce the distance of trips that fuel vehicles would take as part of daily airport operations and add a new fueling station. The noise generated by the project would be similar to other noise generated at the airport and operational impacts are less than significant.

b. Would the project generation of excessive groundborne vibration or groundborne noise levels?

Less than significant. Construction of the project has the potential to generate limited groundborne vibration as part of the Horizontal Directional Drilling and open trenching necessary for the construction of the fuel pipeline. However, these increases in vibration levels and groundborne vibration noise would be temporary and limited to within the airport operation area, where such impacts would be minimal. The long-term operation of the project would not include any groundborne vibration sources. Therefore, implementation of the project would generate temporary groundborne vibration and groundborne noise levels, and this impact would be less than significant.

Environmental Mitigation Measures

None recommended.

XV. Population and Housing

Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Environmental Setting

The project site is located within the boundary of the Sacramento International Airport in the Natomas community in unincorporated Sacramento County.

IMPACT DISCUSSION

a. *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

No impact. The construction of a fueling station and underground fuel pipeline to service airport operations near Terminal A does not increase the capacity of any nearby public roadways nor does it contribute to nearby population growth. The project is consistent with the General Plan land use designation and zoning district; therefore, there would be no impact.

b. *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

No impact. The project is located within County owned property, and no right-of-way acquisitions are proposed. Construction of the project would not displace people or housing and would not necessitate the construction of replacement housing elsewhere. Therefore, there would be no impact.

ENVIRONMENTAL MITIGATION MEASURES

None recommended.

XVI. PUBLIC SERVICES

Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

The project site is located within the unincorporated community of Rio Linda/Elverta in Sacramento County and public services, and infrastructure are provided to the area. The site is

served by the Airport Fire Response District and the Sacramento County Sheriff's Department. The project site is located within the Twin Rivers Unified School District. Neighborhood and community parks are serviced by Sacramento County, and the project site is not located within a recreation and park district.

FIRE PROTECTION

The project area is within the Airport Fire Response service area. The closest fire station to the project area is Sacramento International Airport Station 98 located on site, adjacent to the northern edge of the project area.

POLICE PROTECTION

Sacramento County Sheriff's Department provides police protection within the project area. The project area is within the service area of District 1, which provides law enforcement services to the northwestern portion of the County. The Northwest Division station is located at 4510 Orange Grove Avenue, approximately 7.3-miles southeast of the project area.

SCHOOLS

The project area is within the Natomas Unified School District. As previously discussed, the project site is not located within one mile of any school.

PARKS

There are no parks within an approximate one-mile distance from the project area.

IMPACT DISCUSSION

a. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:*

   Fire protection?

   No impact. The project site is currently served by the Airport Fire Response District. The project consists of the construction of a fueling station and fuel pipeline, consistent with existing General Plan, Community Plan, and Zoning designations. The project would not increase the need for additional fire-fighting personnel, facilities, or equipment and there would be no impact.

   Police protection?

   No impact. The project site is currently served by the Sacramento County Sheriff's Department. Implementation of the project consists of the construction of a fueling station and fuel pipeline. Operation of the project would not increase the need for additional police personnel, facilities, or equipment and there would be no impact.

   Schools?

No impact. The project site is within the Natomas Unified School District. The proposed improvements to the airport do not require school services and there would be no impact to existing school facilities.

Parks?

No impact. The project site is not located within a park district. There are no parks within one mile of the project site. The project would not increase the need for park personnel or facilities and there would be no impact.

Other public facilities?

No impact. The project is in an area with existing public infrastructure. The development would not substantially increase the need for additional personnel, facilities, or equipment and there would be no impact.

Environmental Mitigation Measures

None recommended.

XVII. Recreation

Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Environmental Setting

The project is not within a Recreation and Park District. There are no neighborhood or community parks within an approximate one-mile distance from the project area.

Impact Discussion

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No impact. The project is not within a Recreation and Park District. The project site is located entirely within the boundaries of the Sacramento International Airport and is not located within one mile of a park. The project would not require recreational facilities and

would not result in substantial deterioration of existing facilities. Therefore, there would be no impact.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No impact. The project would not require the construction or expansion of recreational facilities that would result in an adverse physical effect on the environment. Therefore, there would be no impact.

Environmental Mitigation Measures

None recommended.

XVIII. Transportation

Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b. Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) – measuring transportation impacts individually or cumulatively, using a vehicles miles traveled standard established by the County?	☐	☐	☐	☒
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d. Result in inadequate emergency access?	☐	☐	☐	☒

Environmental Setting

The project site is located within the boundaries of the Sacramento International Airport, near Terminal A. There is no public access to the project site, and all construction vehicles would access the site via private roads controlled and maintained by the Sacramento County Department of Airports.

Regulatory Setting

Sacramento County Department of Transportation

In October 2020, Sacramento County Department of Transportation updated the Sacramento County Transportation Analysis Guidelines (TAG) to reflect the new analysis requirements. This update included the development of screening criteria for development of projects and the VMT

thresholds of significance. The screening criteria identified that projects generating less than 237 average daily trips are considered small projects and do not require VMT Analysis.

IMPACT DISCUSSION

a. *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

No impact. The project site is located near Terminal A within the active tarmac and taxiway system of the airport operation area. The project is not located near elements of the public circulation system; therefore, there would be no impact to the public circulation system.

b. *Would the project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) – measuring transportation impacts individually or cumulatively, using a vehicles miles traveled standard established by the County?*

No impact. Typically, construction activities are not subject to VMT, since the purpose of VMT is to capture long-term impacts on transportation from implementation of a project. Therefore, analysis of construction VMT is not warranted (Sacramento County, 2020)). Implementation of the project would not generate an increase in traffic as the number of fueling trips would not change; however, the pipeline would reduce the distance fuel trucks would have to travel to fuel aircraft near Terminal A.

The Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA contains screening thresholds for land use projects and suggests lead agencies may screen out VMT impacts using project size, maps, and transit availability (Office of Land Use and Climate Innovation, 2018)). For small projects, absent substantial evidence indicating that a project would generate a potentially significant level of VMT or inconsistency with a Sustainable Communities Strategy or general plan, and projects that generate or attract fewer than 110 trips per day generally, may be assumed to cause a less-than-significant impact. Operation of the project can be considered a “small project” pursuant to the Technical Advisory, given that it would result in a minimal to no increase in VMT, would not be inconsistent with the General Plan, and would not generate more than 110 daily trips. Therefore, implementation of the project would not conflict with CEQA Guidelines 15064.3(b) individually or cumulatively and there would be no impact.

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)?*

No impact. The project will not substantially increase hazards due to a geometric design feature related to sharp curves or incompatible uses. The project proposes no change to the existing geometric design features as the proposed improvements (fueling station and underground fuel pipeline) would be located within Terminal A of the Sacramento International Airport and is accessible only by airport or airline employees. Therefore, there would be no impacts.

d. *Would the project result in inadequate emergency access?*

No impact. As discussed under Section XVI. Public Services, the project site is located entirely within the Sacramento Internation Airport and is located on the tarmac of Terminal A and is accessed by private access roads owned by the airport. As such full road closures

are not anticipated during construction. The pipeline that will be installed near the Aircraft Rescue and Firefighting facilities and any internal taxiways, runways, ramps or roads will be installed via HDD techniques to avoid any disruptions to airport fire services. Therefore, construction of the project would not result in inadequate emergency access and there would be no impact.

Environmental Mitigation Measures

None recommended.

XIX. Tribal Cultural Resources

Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. 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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Environmental Setting

The project site is located within the Sacramento International Airport that was opened to the public in 1967. Since then, the property has remained in continuous use as an airport expanding to include additional runways, parking garages, and airport terminals. The airport is located approximately one mile from the Sacramento River.

REGULATORY SETTING

STATE

AB 52 (effective July 1, 2015) added Public Resources Code Sections 21073, 21074, 21080.3.1. 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to CEQA, relating to consultation with California Native American tribes, consideration of "tribal cultural resources," and confidentiality. Tribal cultural resources includes sites, features, places, cultural landscapes, sacred places, and objects with cultural value to California Native American tribes (Office of Planning and Research, 2017) and may be physical remains or places within a landscape (i.e., gathering places, sacred sites, features, plants, etc.).

AB 52 provides procedural and substantive requirements for lead agency consultation with California Native American tribes and consideration of effects on tribal cultural resources, as well as example of mitigation measures to avoid or minimize impacts to tribal cultural resources. AB 52 establishes that if construction of a project may cause a substantial adverse change in the significance of a tribal cultural resource, that project may have a significant effect on the environment. Lead agencies must avoid damaging effects to tribal cultural resources, when feasible, and keep information submitted by tribes confidential.

AB 52 requires a lead agency to consult with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation. Section 21080.3.1(d) states that within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency will provide formal notification to the designated contact of or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one (1) written notification that includes a brief description of the proposed project location and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

In accordance with AB 52, the County sent notification letters to Native American contacts, Wilton Rancheria, Shingle Springs Band of Miwok Indians, United Auburn Indian Community, and Ione Band of Miwok Indians on February 2, 2026. Shingle Springs Band of Miwok Indians requested consultation on March 6, 2026, and the Wilton Rancheria requested consultation on March 9, 2026.

LOCAL

As previously discussed in Section VI, Cultural Resources, the Sacramento County General Plan provides goals, objectives and policies for the management of cultural resources, including tribal cultural resources, within unincorporated Sacramento County. The Conservation Element of the General Plan incorporates regulations and policies to ensure cultural resource sites, either previously known or discovered in the project area, are properly protected with sensitivity and ethnic values of all affected. This includes early consultation with Native American tribes that are traditionally and culturally affiliated with the geographic area of a project.

IMPACT DISCUSSION

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. 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)?

No Impact. A Sacred Lands File Search (SLFS) was requested to the Native American Heritage Commission (NAHC). On February 2, 2026, the NAHC responded that there was a negative SLFS for the project site and t there is no evidence indicating the presence of tribal cultural resources near the project site.

A request for consultation was received from the Wilton Rancheria on March 9, 2026, and from the Shingle Springs Band of Miwok Indians (SSBMI) on March 6, 2026. SSBMI closed consultation on April 15, 2026, and Wilton Rancheria closed consultation on July 10, 2026. Consultation with SSBMI and Wilton Rancheria did not identify any resources that could be defined as historic and as such there would be no impact.

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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less than Significant with Mitigation. Implementation of the project would include trenching and paving activities within the boundaries of the SMF Airport. The County requested a Sacred Lands File search from the NAHC for the project area and no resources were identified within the project site. Pursuant to AB 52, SSBMI requested consultation on March 6, 2026, and had no requests and closed consultation on April 15, 2026. Additionally, Wilton Rancheria requested consultation on March 9, 2026. A site visit with the County and Tribal representative was conducted on May 27, 2026. During the site visit, tribal representatives requested that the project applicant retain an official tribal monitor to observe all ground disturbance activities given known buried tribal resources within the general vicinity. The AB-52 consultation period formally concluded on July 10, 2026.

As a result of tribal consultation, County Planning and Environmental Review has determined there is a potential for buried tribal cultural resources in the vicinity of the project site. Mitigation Measure TCR-1, which requires an official tribal monitor during all ground disturbance activities, would be implemented during construction. In the event of an unanticipated discovery, Mitigation Measures TCR-1, CR-1 and CR-2 would ensure proper evaluation and management of unanticipated discoveries of potential tribal cultural resources (TCRs), archaeological, or cultural resources that may occur during the project's ground-disturbing activities.

ENVIRONMENTAL MITIGATION MEASURES

TCR-1: COMPENSATED CONSTRUCTION MONITORING BY OFFICIAL TRIBAL MONITOR

The project applicant is required to retain an official tribal monitor from the Wilton Rancheria to observe all ground disturbance activities to occur during the construction phase in accordance with the approved treatment plan:

1. **Communication Protocols for Monitoring:** The applicant shall develop a set of communication protocols, to the satisfaction of the County and consulting tribe to identify all points of contact and to ensure that Wilton Rancheria is notified when the applicant will proceed with authorized construction activities. Points of contact will be established for the applicant, construction supervisor, monitoring tribes, and County Archaeologist, and the contact numbers and email addresses must be documented and shared among all parties. These shall be included in the Tribal Monitoring and Discovery Treatment Plan. Points of contact are responsible for identifying backup representatives in the event they are unable to perform due to an absence or other reasons.

2. **Tribal Monitoring:** All construction-related ground-disturbing activities shall be monitored by a qualified tribal representative from Wilton Rancheria on this project to ensure that the procedures outlined in the Tribal Monitoring and Discovery Treatment Plan are addressed expeditiously and in accordance with the plan. The requirements for a monitor should be inclusive of all day and night construction activity that has the potential to result in ground disturbance. “Ground-disturbing activity” is defined herein as any activities that have the potential to disturb soil beyond that which was reasonably visible to tribal representatives and archaeologists during the pre-project pedestrian survey. This includes grading; trenching; excavation for below-ground utility installation or foundation work; and any other below-the-ground activities. Monitoring is not required for backfilling of previously excavated areas, placement of equipment into excavated areas, reseeding, or revegetation, re-grading or contouring of soil that was previously monitored, or for any aboveground project activity or construction that does not include ground disturbance, but monitors are allowed to observe upon request.

XX. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☐	☒

c. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d. 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?	☐	☐	☒	☐
e. Result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?	☐	☐	☒	☐
f. Result in substantial adverse physical impacts associated with the provision of electric or natural gas service?	☐	☐	☒	☐
g. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

ENVIRONMENTAL SETTING

ENERGY SERVICES

Electrical power is supplied to SMF from the Sacramento Municipal Utility District (SMUD). SMUD generates, transmits, and distributes electric power to a 900 square mile service area that includes Sacramento County and a small portion of Placer County. SMUD obtains its electricity from diverse resources including hydrogeneration and cogeneration plants, wind, solar, and biomass/landfill gas power, and power purchased on the wholesale market.

SMUD provides power to SMF from its Power Line-Elkhorn Substation, located on the eastern boundary of SMF. Solar panels are installed at SMF located on two sites with more than 23,000 solar panels mounted on equipment that tracks the sun's path over the course of the day. The facility consists of a 15-acres site east of Aviation Drive and a 20-acre site west of runway 17L-35R within the north airfield area.

WATER SUPPLY

Until 2006, SMF was supplied by four on-site potable water wells. However, in early 2006, this system was replaced by connection to the City of Sacramento's water supply due to reliability and water quality considerations. This connection was completed with the activation of two potable water storage tanks located south of the I-5 at the intersection of Power Line Road and Bayou Way. The facility is monitored collaboratively by Sacramento County Department of Airports and the Sacramento County Water Resources Department.

SEWER SERVICES

Prior to the late 2000s, wastewater at SMF was handled by an on-site treatment system that included four wastewater aeration ponds located north of I-5. However, the intensive industrial, commercial, and office development in the 1,887-acre Metro Air Park Special Planning Area that borders SMF along Power Line Road between I-5 and Elverta Road included various

modifications to local infrastructure based on development triggers and level-of-service monitoring. One of those modifications, sewer service, allowed for SMF to transition to off-site wastewater collection service and eliminate use of the existing on-site wastewater ponds.

The off-site sewage infrastructure, accommodates sewage flows from SMF and Metro Air Park, consists of an 8.73 million gallon/day (mgd) lift station and two 16-inchdiameter force mains to sanitary sewer mains (Stantec 2005). SMF receives wastewater collection service from the Sacramento Area Sewer District (SacSewer). Due to the generally flat slope of the site, the on-site collection system is relatively shallow but provides enough slope to convey sewage primarily by gravity flow. The only area from which wastewater is not transported solely by gravity flow is in the north airfield, where wastewater is transported to a point north of the Biffy Station utilizing force main down to a gravity main. The sewer system gravity mains then converge before connecting into the SacSewer's 18-inch Meister Way Connection.

SOLID WASTE

The Florin-Perkins Public Disposal Transfer/Processing Facility, Sierra Waste Recycling and Transfer Station, and L and D Landfill have been certified as Construction and Demolition Debris Sorting Facilities by Sacramento County (Sacramento County, 2024). Non-recyclable materials could be disposed of at Kiefer Landfill or L and D Landfill. Kiefer Landfill is classified as a Class III municipal solid waste landfill facility and is permitted to accept general residential, commercial, and industrial refuse for disposal, including municipal solid waste, construction and demolition debris, biosolids, and other nonhazardous designated debris (CalRecycle, 2024a). L and D Landfill is classified as a Class II and III landfill that is permitted to accept municipal solid waste, construction and demolition debris, green materials, industrial, and inert waste (CalRecycle, 2024b).

IMPACT DISCUSSION

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than significant. Implementation of the project would not require new or expanded gas, electric, water, sewer, and telecommunication facilities within the project footprint. Implementation of the project would require that the fuel station be connected to existing electrical infrastructure to power the pumps and safety lighting; however, the actual increase in energy consumption would be minor and served by existing infrastructure and impacts would be less than significant.

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

No impact. Implementation of the project would not require connections to water or any long-term operational water use. During construction, water may be used for dust suppression; however, any water used during construction would be limited in volume and supplied from off-site sources; therefore, there would be no impact.

c. Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No impact. Operation of the project would not require connection to any public or private wastewater treatment providers. Portable restrooms would likely be used during construction; therefore, implementation of the project would not require short- or long-term connections to wastewater treatment providers and there would be no impact.

d. Would the project 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?

Less than significant. Recyclable materials would likely be disposed of at the Florin-Perkins Public Disposal Transfer/Processing Facility, Sierra Waste Recycling and Transfer Station, and L and D Landfill. As stated above, Kiefer Landfill and L and D Landfill have a large volume of landfill capacity available to serve the construction of the project.

Implementation of the project would comply with all applicable federal, State, and local solid waste statues and regulations, including compliance with the CALGreen Code and the County's Construction and Demolition Debris program. There is sufficient landfill capacity available to accommodate the solid-waste disposal needs of the project. Therefore, implementation of the project would not generate waste in excess of state or local standards or in excess of local infrastructure, and impacts related to sufficient landfill capacity would be less than significant.

e. Would the project result in substantial adverse physical impacts associated with the provision of storm water drainage facilities?

Less than significant. Implementation of the project would utilize existing stormwater facilities operated by SMF. Construction of the project will relocate existing pipes to align with pipeline installation and potential future expansion. Implementation of the project will utilize existing drainage facilities for daily operation of the project. Additionally, the project will disturb more than one-acre of soil and will be required to obtain a SWPPP. Adherence to the SWPPP will ensure the project does not have an adverse physical impact on storm water drainage facilities.

f. Would the project result in substantial adverse physical impacts associated with the provision of electric or natural gas services?

Less than significant. Construction of the project involves the construction of a fueling station and undergrounding of fuel pipeline. No utility relocations are anticipated. Implementation of the project would require that the fuel station be connected to existing electrical infrastructure to power the pumps and safety lighting. The actual increase of energy to power the electrical components of the fuel station would be minimal and would be provided by the existing infrastructure of SMF. Therefore, there is no impact.

g. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No impact. As discussed above under Item d), implementation of the project would comply with all applicable solid waste statutes and regulations, including CALGreen and Article 6 (Construction and Demolition Debris) of Chapter 6.20, Title 6, of the Sacramento County Code. Therefore, there would be no impact.

Environmental Mitigation Measures

None recommended.

XXI. Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	**Potentially Significant**	**Less than Significant with Mitigation**	**Less than Significant**	**No Impact**
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts on the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Environmental Setting

The project area is within the Local Responsibility Area (LRA) for Sacramento County, and fire protection is provided by the Sacramento International Airport Fire Response (see Section XVI Public Services for further discussion); however, there are no FHSZ in the LRA that encompasses the project area (California Department of Forestry and Fire Protection, 2025). Surrounding the project site are paved areas, mowed grasses, and graveled areas.

Impact Discussion

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The project area is not within a designated fire hazard severity zone; therefore, implementation of the project would not substantially impair an adopted emergency response or evacuation plan and there would be no impact.

b. Would the project, 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?

No impact. The project site is flat and does not support areas of steep slopes. In addition, the project area is not within a designated fire hazard severity zone; therefore, implementation of the project would not exacerbate wildfire risks and there would be no impact.

c. Would the project 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 on the environment?

No impact. The project area is not within a designated fire hazard severity zone; therefore, implementation of the project would not require installation of associated infrastructure and there would be no impact.

d. Would the project 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?

No impact. The project area is not within a designated fire hazard severity zone; therefore, implementation of the project would not expose people or structures to post-fire slope instability or drainage changes and there would be no impact.

Environmental Mitigation Measures

None recommended.

XXII. Mandatory Findings of Significance

	Potentially Significant	Less than Significant with Mitigation	Less than Significant	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

IMPACT DISCUSSION

a. *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

Less than Significant with Mitigation. As discussed in Section V (Biological Resources) there are no potential impacts related to the quality of the environment as the project site is located within an already developed and highly managed portion of the SMF Airport.

As discussed in Section VI and XIX (Cultural Resources and Tribal Cultural Resources) there is the potential to uncover buried archeological and tribal resources. Mitigation Measures CR-1 and CR-2 and TCR-1would be implemented to reduce these project specific impacts to a less-than-significant level.

b. *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)*

Less than Significant. No past, present, or foreseeable future projects in the vicinity of the project area have been identified that would combine with the project to cause cumulative impacts. For all the topics discussed in this Initial Study, impacts resulting from implementation of the project would be individually limited and not cumulatively considerable, because the impacts are either temporary in nature (i.e., limited to the construction period) or limited to the project area (i.e., accidental discovery). Additionally, for each of the topics analyzed in the Initial Study, the proposed project would have no impacts, less-than-significant impacts, or less-than-significant impacts with mitigation incorporated and therefore would not substantially contribute to any potential cumulative impacts.

c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

Less than Significant with Mitigation. The project would result in air emissions during construction of the project. However, Mitigation Measure AQ-1 would be implemented and would reduce this project specific impact to a less-than-significant level. Therefore,

implementation of the project would not result in substantial, adverse environmental effects to human beings, either directly or indirectly.

ENVIRONMENTAL MITIGATION MEASURES

Mitigation Measures ensure that identified significant impacts of the project are reduced to a level of less than significant. Pursuant to Section 15074.1(b) of the CEQA Guidelines, each of these measures must be adopted exactly as written unless both of the following occur: (1) A public hearing is held on the proposed changes; (2) The hearing body adopts a written finding that the new measure is equivalent or more effective in mitigating or avoiding potential significant effects and that it in itself will not cause any potentially significant effect on the environment.

MITIGATION MEASURES

AQ-1: AIR QUALITY BASIC CONSTRUCTION EMISSIONS CONTROL PRACTICES

The following Basic Construction Emissions Control Practices are considered feasible for controlling fugitive dust from a construction site. The practices also serve as best management practices (BMPs), allowing the use of the non-zero particulate matter significance thresholds.

Control of fugitive dust is required by District Rule 403 and enforced by District staff.

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

The following practices describe exhaust emission control from diesel powered fleets working at a construction site. California regulations limit idling from both on-road and off-road diesel-powered equipment. The California Air Resources Board (CARB) enforces idling limitations and compliance with diesel fleet regulations.

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1].

For more information contact CARB at 877-593-6677, doors@arb.ca.gov, or www.arb.ca.gov/doors/compliance_cert1.html.

- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic.

BIO-1 Permit Compliance:

Prior to the start of construction activity impacting Drainage Ditches 04, 14, 15, and 18, the applicant shall obtain all applicable permits from the Army Corps of Engineers, the U.S. Fish and Wildlife Service, the Central Valley Regional Water Quality Control Board, and the California Department of Fish and Wildlife. Provide a copy of all permits to the Environmental Coordinator.

BIO-2: Drainage Ditch Fencing

Where project staging or construction activities take place within 50 feet of Drainage Ditches 4, 14, 15, and 18, silt fencing shall be installed at the perimeter of the construction activity area to prevent the migration of sediment into adjacent drainage ditches. The length of the silt fencing installed shall be of sufficient length and of appropriate material, as approved by a qualified biologist, to allow proper water flow and to ensure sediment retention. Silt fencing will remain in place and maintained to the satisfaction of the qualified biologist until all construction activities cease.

CR-1: Unanticipated Discovery of Cultural Resources

If previously unknown cultural resources are discovered during earthmoving activities, immediately cease work in the vicinity of the find and notify the Sacramento County Department of Planning and Environmental Review. A retained qualified archaeologist will be consulted to determine whether the resource requires further study. The archeologist will make recommendations to the lead agency concerning appropriate measures that will be implemented to protect the resources, including but not limited to excavation and evaluation of the finds, consistent with Section 15064.5 of the CEQA Guidelines and 36 CFR 800. Cultural resources could consist of but are not limited to stone, bone, wood, or shell artifacts, or features including hearths, structural remains, or historic dumpsites. In accordance with Public Resources Code Section 21082 and Section 15064.5 of the CEQA Guidelines, no further grading or construction activity shall occur within 50 feet of the discovery until the lead agency approves the measures to protect these resources.

In addition, reasonable efforts to avoid, minimize, or mitigate adverse effects to the property will be taken and the State Historic Preservation Office (SHPO) and Indian tribes with concerns about the property, and the Advisory Council on Historic Preservation (Council) will be notified within 48 hours in compliance with 36 CFR 800.13 (b)(3).

CR-2: Unanticipated Discovery of Human Remains

In the event of an accidental discovery or recognition of any human remains, Public Resources Code Section 5097.98 shall be followed. Once project-related earthmoving begins and if there is a discovery or recognition of human remains, the following steps will be taken:

1. There will be no further excavation or disturbance of the specific location, or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains are Native American, the coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" of the deceased Native American. The most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains, and any associated grave goods as provided in Public Resources Code Section 5097.98, or
2. Where the following conditions occur, the landowner or his/her authorized representative will rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendent or on the project area in a location not subject to further subsurface disturbance:
    - The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission;
    - The descendent identified fails to make a recommendation; or
    - The landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the NAHC fails to provide measures acceptable to the landowner.

TCR-1: Compensated Construction Monitoring By Official Tribal Monitor

The project applicant is required to retain an official tribal monitor from the Wilton Rancheria to observe all ground disturbance activities to occur during the construction phase in accordance with the approved treatment plan:

1. **Communication Protocols for Monitoring:** The applicant shall develop a set of communication protocols, to the satisfaction of the County and consulting tribe to identify all points of contact and to ensure that Wilton Rancheria is notified when the applicant will proceed with authorized construction activities. Points of contact will be established for the applicant, construction supervisor, monitoring tribes, and County Archaeologist, and the contact numbers and email addresses must be documented and shared among all parties. These shall be included in the Tribal Monitoring and Discovery Treatment Plan. Points of contact are responsible for identifying backup representatives in the event they are unable to perform due to an absence or other reasons.

2. **Tribal Monitoring:** All construction-related ground-disturbing activities shall be monitored by a qualified tribal representative from Wilton Rancheria on this project to ensure that the procedures outlined in the Tribal Monitoring and Discovery Treatment Plan are addressed expeditiously and in accordance with the plan. The requirements for a monitor should be inclusive of all day and night construction activity that has the potential to result in ground disturbance. "Ground-disturbing activity" is defined herein as any activities that have the potential to disturb soil beyond that which was reasonably visible to tribal representatives and archaeologists during the pre-project pedestrian survey. This includes grading; trenching; excavation for below-ground utility installation

or foundation work; and any other below-the-ground activities. Monitoring is not required for backfilling of previously excavated areas, placement of equipment into excavated areas, reseeding, or revegetation, re-grading or contouring of soil that was previously monitored, or for any aboveground project activity or construction that does not include ground disturbance, but monitors are allowed to observe upon request.

MITIGATION MEASURE COMPLIANCE

Comply with the Mitigation Monitoring and Reporting Program for this project, including the payment of 100% of the Division of Planning and Environmental Review staff costs, and the costs of any technical consultant services incurred during implementation of that Program.

LIST OF PREPARERS

LEAD AGENCY

Environmental Coordinator:	Julie Newton
Senior Planner:	Alison Little
Project Leader:	Alexander Pretzer
Officer Manager:	Kim Reading
Administrative Support:	Andrea Guerra

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APPENDIX A

Approved Jurisdictional Determination with extracted exhibits of Drainage Ditches, Approved by the U.S. Army Corps of Engineers April 10, 2026

APPENDIX B

California Emissions Estimator Model: Detailed report for PLER2025-00150 SMF Fuels Terminal A Fueling Station, Generated July 6, 2026

APPENDIX C

United States Department of Agriculture Natural Resource Conservation Service Custom Soil Resource Report for Sacramento County, California PLER2025-00150

APPENDIX A

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, SACRAMENTO DISTRICT
1325 J STREET
SACRAMENTO CA 95814-2922

CESPK-RD-CA-D 10 APRIL 2026

MEMORANDUM FOR RECORD

SUBJECT: US Army Corps of Engineers (Corps) Approved Jurisdictional Determination in accordance with the "Revised Definition of 'Waters of the United States'"; (88 FR 3004 (18 January 2023) as amended by the "Revised Definition of 'Waters of the United States'; Conforming" (8 September 2023) ,[1] SPK-2003-00776.[2]

BACKGROUND. An Approved Jurisdictional Determination (AJD) is a Corps document stating the presence or absence of waters of the United States on a parcel or a written statement and map identifying the limits of waters of the United States on a parcel. AJDs are clearly designated appealable actions and will include a basis of JD with the document.[3] AJDs are case-specific and are typically made in response to a request. AJDs are valid for a period of five years unless new information warrants revision of the determination before the expiration date or a District Engineer has identified, after public notice and comment, that specific geographic areas with rapidly changing environmental conditions merit re-verification on a more frequent basis.[4]

On 18 January 2023, the Environmental Protection Agency (EPA) and the Department of the Army ("the agencies") published the "Revised Definition of 'Waters of the United States,'" 88 FR 3004 (18 January 2023) ("2023 Rule"). On 8 September 2023, the agencies published the "Revised Definition of 'Waters of the United States'; Conforming", which amended the 2023 Rule to conform to the 2023 Supreme Court decision in *Sackett v. EPA*, 598 U.S., 143 S. Ct. 1322 (2023) ("*Sackett*").

This Memorandum for Record (MFR) constitutes the basis of jurisdiction for a Corps AJD as defined in 33 CFR §331.2. For the purposes of this AJD, we have relied on Section 10 of the Rivers and Harbors Act of 1899 (RHA),[5] the 2023 Rule as amended, as well as other applicable guidance, relevant case law, and longstanding practice in evaluating jurisdiction.

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[1] While the Revised Definition of "Waters of the United States;" Conforming had no effect on some categories of waters covered under the CWA, and no effect on any waters covered under RHA, all categories are included in this Memorandum for Record for efficiency.

[2] When documenting aquatic resources within the review area that are jurisdictional under the Clean Water Act (CWA), use an additional MFR and group the aquatic resources on each MFR based on the TNW, the territorial seas, or interstate water that they are connected to. Be sure to provide an identifier to indicate when there are multiple MFRs associated with a single AJD request (i.e., number them 1, 2, 3, etc.).

[3] 33 CFR 331.2.

[4] Regulatory Guidance Letter 05-02.

[5] USACE has authority under both Section 9 and Section 10 of the Rivers and Harbors Act of 1899 but for convenience, in this MFR, jurisdiction under RHA will be referred to as Section 10.

1. SUMMARY OF CONCLUSIONS.

a. Provide a list of each individual feature within the review area and the jurisdictional status of each one (i.e., identify whether each feature is/is not a water of the United States and/or a navigable water of the United States).

Aquatic Feature ID	Cowardin	Water of the U.S?	Linear Feet	Acres
Wetlands				
SW-02	PEM	No	N/A	0.021
SW-03	PEM	No	N/A	0.249
SW-04	PEM	No	N/A	0.035
SW-05a	PEM	No	N/A	0.287
SW-05b	PEM	No	N/A	0.353
SW-05c	PEM	No	N/A	0.260
SW-05d	PEM	No	N/A	0.011
SW-05e	PEM	No	N/A	0.017
SW-05f	PEM	No	N/A	0.118
SW-06	PEM	No	N/A	0.059
SW-07	PEM	No	N/A	0.215
SW-08	PEM	No	N/A	0.030
SW-09	PEM	No	N/A	0.124
SW-10	PEM	Yes	N/A	1.908
SW-11	PEM	No	N/A	0.010
SW-12	PEM	No	N/A	0.026
SW-13	PEM	Yes	N/A	0.035
SW-14	PEM	No	N/A	0.217
SW-15a	PEM	No	N/A	21.295
SW-15b	PEM	No	N/A	23.341
SW-16	PEM	No	N/A	0.927
SW-17	PEM	No	N/A	0.144
SW-18	PEM	No	N/A	0.332
SW-19	PEM	No	N/A	0.158
Ditches/Canals				
SW-01	PEM	Yes	N/A	0.007
DD-01	R4SB	Yes	4,530	0.312
DD-01a	R4SB	Yes	5	0.0001
DD-02	R4SB	Yes	5,062	1.046
DD-03	R4SB	Yes	1,110	0.127
DD-04	R4SB	Yes	5,166	0.712

Aquatic Feature ID	Cowardin	Water of the U.S?	Linear Feet	Acres
DD-05	R3AB	Yes	10,838	1.990
DD-06	R4SB	Yes	365	0.084
DD-07	R4SB	Yes	3,814	0.876
DD-08	R3AB	Yes	10,545	7.262
DD-08a	R3AB	Yes	677	0.544
DD-09	R4SB	Yes	645	0.222
DD-09a	R4SB	Yes	2,363	0.814
DD-10a	R4SB	Yes	399	0.137
DD-10b	R4SB	Yes	485	0.278
DD-11	R4SB	Yes	1,911	0.877
DD-12a	R4SB	Yes	546	0.075
DD-12b	R4SB	Yes	5,966	2.739
DD-12c	R4SB	Yes	3,935	0.542
DD-13	R4SB	Yes	563	0.129
DD-14	R4SB	Yes	1,431	0.099
DD-15	R4SB	Yes	517	0.024
DD-16	R4SB	Yes	5,749	3.300
DD-17	R4SB	Yes	2,764	0.952
DD-18	R4SB	Yes	1,468	0.101
DD-19	R4SB	Yes	911	0.105
DD-20	R6	No	1,224	0.169
DD-21	R4SB	Yes	5,564	5.109
DD-22	R6	No	1,089	0.125
DD-23	R6	No	1,189	0.164
DD-24	R6	No	964	0.111
DD-25	R4SB	Yes	856	0.098
DD-26	R4	No	769	0.053
DD-27	R4SB	Yes	377	0.017
DD-29	R4SB	Yes	409	0.019
DD-30	R4SB	Yes	1,704	0.235
DD-31	R4SB	Yes	408	0.037
DD-32	R4SB	Yes	861	0.119
DD-33	R4SB	No	1,444	0.066
DD-34	R4SB	No	6,150	0.282
DD-35	R4SB	No	2,105	0.097
DD-36	R4SB	No	2,104	0.097
DD-37	R4SB	No	1,945	0.089
DD-38	R4SB	No	739	0.170

Aquatic Feature ID	Cowardin	Water of the U.S?	Linear Feet	Acres
DD-39	R4SB	Yes	4,286	0.197
DD-40	R4SB	Yes	2,410	0.111
DD-41	R4SB	Yes	2,409	0.111
DD-42	R4SB	Yes	2,387	0.110
DD-43	R4SB	Yes	5,897	0.406
DD-44a	R4SB	No	48	0.007
DD-44	R4SB	No	1,059	0.122
DD-45	R4SB	Yes	1,279	0.587
DD-46	R4SB	No	19	0.001
DD-47	R4SB	Yes	125	0.009
DD-48	R4SB	No	1.407	0.032
S-DD-01	R4SB	Yes	83	0.004
S-DD-02	R4SB	No	376	0.017
S-DD-04	R4SB	No	106	0.005
S-DD-06	R4SB	Yes	1,291	0.059
S-DD-09	R4SB	No	706	0.032
S-DD-13	R4SB	Yes	1,004	0.115
S-DD-13a	R6	No	1,478	0.170
S-DD-14	R4SB	No	332	0.053
S-DD-15	R4SB	No	718	0.115
S-DD-16	R4SB	No	223	0.031
S-DD-17	R4SB	No	631	0.087
S-DD-18	R4SB	No	2,018	0.695
S-DD-20	R4SB	No	1,350	0.465
AD-01	R5	Yes	3,227	1.852
AD-02	R5	Yes	1,741	0.999
AD-03	R6	No	157	0.018
AD-07	R6	No	3,797	0.610
AD-08	R6	No	989	0.136
AD-09	R6	No	3,186	0.658
RD-01	R6	No	6,764	0.155
RD-02	R4SB	Yes	1,471	0.034
RD-03	R4SB	Yes	1,755	0.081
RD-03a	R6	No	478	0.022
S-02	R4SB	Yes	284	0.020
S-03	R4SB	Yes	153	0.028
S-05	R4SB	Yes	1,126	0.026
S-07	R4SB	Yes	737	0.085

Aquatic Feature ID	Cowardin	Water of the U.S?	Linear Feet	Acres
S-08	R4SB	Yes	502	0.092
S-09	R4SB	Yes	1,706	0.196
S-10a	R4SB	Yes	928	0.107
S-10b	R6	No	578	0.199
C-01	R5	Yes	5,944	4.094
C-02	R5	Yes	5,979	1.373

2. REFERENCES.

a. "Revised Definition of 'Waters of the United States,'" 88 FR 3004 (18 January 2023) ("2023 Rule").

b. "Revised Definition of 'Waters of the United States;' Conforming" 88 FR 61964, (8 September 2023).

c. Sackett v. EPA, 598 U.S. 651, (2023).

d. *Memorandum to the Field Between the U.S. Department of the Army, U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency Concerning the Proper Implementation of "Continuous Surface Connection" Under the Definition of "Waters of the United States" Under the Clean Water Act*, (12 March 2025) (i.e., Continuous Surface Connection guidance).

3. REVIEW AREA. The 4,236-acre review area encompasses Sacramento International Airport and is located at 6900 Airport Boulevard at Latitude 38.68572°, Longitude -121.59288°, Sacramento County, California. The review area is situated in Sections 23, 24, 25, and 36; Township 10 North; Range 3 East; and Sections 19, 30, and 31; Township 10 North; Range 4 East, Mount Diablo Base & Meridian (MDB&M). The review area is portrayed on the *Taylor Monument, California*, United States Geological Survey 7.5-minute topographic quadrangle.

Enclosure 1 is a vicinity map titled, *Figure 1 Sacramento International Airport Sacramento County, California Regional Location and Vicinity,* dated 11 January 2024, and prepared by LSA Environmental Consultants (LSA). Enclosure 2 is a set of fifty-one (51) aquatic resources delineation (ARD) maps prepared by LSA and titled as follows:

1. *Figure Sacramento International Airport Sacramento County, California Aquatic Resources – Index* (dated 11 January 2024)*;*

2. *Figure 6b Sheet A3 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

3. *Figure 6b Sheet B1 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

4. *Figure 6b Sheet B2 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

5. *Figure 6b Sheet B3 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

6. *Figure 6b Sheet C1 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

7. *Figure 6b Sheet C2 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

8. *Figure 6b Sheet C3 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

9. *Figure 6b Sheet D1 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

10. *Figure 6b Sheet D2 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

11. *Figure 6b Sheet D3 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

12. *Figure 6b Sheet E1 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

13. *Figure 6b Sheet E2 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

14. *Figure 6b Sheet E3 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

15. *Figure 6b Sheet F1 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

16. *Figure 6b Sheet F2 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

17. *Figure 6b Sheet F3 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

18. *Figure 6b Sheet G1 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

19. *Figure 6b Sheet G2 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

20. *Figure 6b Sheet G3 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

21. *Figure 6b Sheet H1 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

22. *Figure 6b Sheet H2 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

23. *Figure 6b Sheet H3 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

24. *Figure 6b Sheet I1 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

25. *Figure 6b Sheet I2 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026); z

26. *Figure 6b Sheet I3 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

27. *Figure 6b Sheet J1 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

28. *Figure 6b Sheet J2 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

29. *Figure 6b Sheet J3 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

30. *Figure 6b Sheet K1 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

31. *Figure 6b Sheet K2 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

32. *Figure 6b Sheet K3 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

33. *Figure 6b Sheet L1 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

34. *Figure 6b Sheet L2 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

35. *Figure 6b Sheet L3 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

36. *Figure 6b Sheet M1 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

37. *Figure 6b Sheet M2 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

38. *Figure 6b Sheet M3 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

39. *Figure 6b Sheet N1 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

40. *Figure 6b Sheet N2 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

41. *Figure 6b Sheet N3 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

42. *Figure 6b Sheet O1 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

43. *Figure 6b Sheet O2 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

44. *Figure 6b Sheet O3 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

45. *Figure 6b Sheet P1 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

46. *Figure 6b Sheet P2 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

47. *Figure 6b Sheet P3 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

48. *Figure 6b Sheet Q2 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

49. *Figure 6b Sheet Q3 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026);

50. *Figure 6b Sheet R2 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026); and

51. *Figure 6b Sheet R3 Sacramento International Airport Sacramento County, California Aquatic Resources* (dated 6 March 2026).

4. NEAREST TRADITIONAL NAVIGABLE WATER (TNW), THE TERRITORIAL SEAS, OR INTERSTATE WATER TO WHICH THE AQUATIC RESOURCE IS CONNECTED. The Sacramento River is the nearest downstream TNW. Sacramento District identifies the Sacramento District's Sacramento River as a navigable water of the United States pursuant to the Rivers and Harbors Act and 33 CFR Part 329 (i.e., a Section 10 Water) from Suisun Bay, an arm of the San Francisco Bay, to Keswick Dam, at river mile 301.6.

5. FLOWPATH FROM THE SUBJECT AQUATIC RESOURCES TO A TNW, THE TERRITORIAL SEAS, OR INTERSTATE WATER. Surface flow from certain relatively permanent waters (RPWs) within the review area enter the navigable Sacramento River through one of four general flowpaths. Though the entire review area is located within the Natomas Main Drainage Canal-Sacramento River watershed (Hydrologic Unit Code 180201610402), the northern portion of the review area generally drains to the north while the south portion generally drains to the south. Enclosure 3 includes figures prepared by the Corps illustrating the on- and off-site flowpaths between RPWs within the review area and the Sacramento River, a TNW.

Several tributaries in the northern and northwestern portions of the review area (including C-01, DD-21, DD-39, DD-40, DD-41, DD-42, and DD-45) drain to the Reclamation District 1000 (RD 1000) North Drainage Canal (RPW), which flows to the west to the RD 1000 Pumping Plant #2 (Pritchard Lake Pumping Plant), where it is pumped into the Sacramento River (Enclosure 3). The figure titled, *Figure 2-3 Reclamation District No. 1000 Facilities Map* (dated August 2017, prepared by Mead & Hunt) displays the location of the pumping plants in relation the review area.

Several tributaries located in the northeastern portion of the review area (including AD-01 and AD-02) drain off-site through a series of ditches and/or canals associated with the active rice fields to the east and flow into the North Drainage Canal. Multiple flowpaths to the North Drainage Canal are available with at least three located within one-air mile of the review area. As described above, water from the North Drainage Canal is pumped into the Sacramento River at the RD 1000 Pumping Plant #2 (Enclosure 3).

Several tributaries located in the southeastern part of the review area flow into the Airport East Ditch (labeled as DD-05 on the attached ARD maps) (RPW), which flows south before emptying into Meister Ditch (DD-02) (RPW). Meister Ditch also receives flows from multiple aquatic resources before exiting the review area to the east and merging with the M7 Drain (RPW). The M7 Drain flows south and merges with the RD 1000 West Drainage Canal (RPW), which flows west to the RD 1000 M10 Drain (RPW). The M10 Drain enters the Sacramento River by way of RD 1000 Pumping Plant #5.

Several tributaries located in the southwestern part of the review area flow into the Airport West Ditch (DD-08) (RPW), which flows south before emptying into the RD 1000 West Drainage Canal, which flows west to the RD 1000 M10 Drain. The M10 Drain enters the Sacramento River by way of RD 1000 Pumping Plant #5.

The North Drainage Canal, West Drainage Canal, M10 Drain, and M7 Drain are all RPWs based on a review of Google Earth aerial photography flown April 2023; June 2024; and October 2025. All these canals display flowing surface water during these dates.

6. SECTION 10 JURISDICTIONAL WATERS[6]: Describe aquatic resources or other features within the review area determined to be jurisdictional in accordance with Section 10 of the Rivers and Harbors Act of 1899. Include the size of each aquatic resource or other feature within the review area and how it was determined to be jurisdictional in accordance with Section 10. N/A

7. SECTION 404 JURISDICTIONAL WATERS: The following are Waters of the United States:

a. Traditional Navigable Waters (TNWs) (a)(1)(i): N/A

b. The Territorial Seas (a)(1)(ii): N/A

c. Interstate Waters (a)(1)(iii): N/A

d. Impoundments (a)(2): N/A

e. Tributaries (a)(3):

The following aquatic resources are in the northern portion of the review area and generally drain to the north into the North Drainage Canal, an RPW that is tributary to the Sacramento River (TNW) (Enclosure 3):

[6] 33 CFR 329.9(a) A waterbody which was navigable in its natural or improved state, or which was susceptible of reasonable improvement (as discussed in § 329.8(b) of this part) retains its character as "navigable in law" even though it is not presently used for commerce, or is presently incapable of such use because of changed conditions or the presence of obstructions.

1. Upper Elkhorn Irrigation Canal (mapped as C-01 in the delineation maps in Enclosure 2) is a 4.094-acre jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the 12 March 2025 guidance, *Memorandum to the Field between the U.S. Department of the Army, U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency Concerning the Proper Implementation of "Continuous Surface Connection" under the Definition of "Waters of the United States" under the Clean Water Act* (Continuous Surface Connection Guidance). It is an RPW that indirectly contributes flow to the Sacramento River, an (a)(1)(i) TNW, by way of the North Drainage Canal, which flows into the Sacramento River through the RD 1000 Pumping Plant #2. C-01 is comprised of three segments within the review area connected by an 80-foot and a 140-foot culvert. This reach of tributary is approximately 30 feet wide throughout its 5,944-foot long reach, supports a gunnite-lined bed and bank, and a distinct ordinary high water mark (OHWM). A review of historic aerial photography displays surface water most of the year (Section 9.v and Section 10 below). Based on discussions with airport staff biologists, as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during most of the year.

2. Upper GGS Drainage Canal (mapped as DD-21 in Enclosure 2) is a 5.109-acre (5,564-foot long) jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to the Sacramento River, an (a)(1)(i) TNW, by way of the North Drainage Canal, which flows into the Sacramento River through the RD 1000 Pumping Plant #2. DD-21 is comprised of three segments within the review area. An approximately 100-foot segment is located outside of the review area and connects the southern and central reaches within the review area. The central reach flows through an approximately 233-foot culvert before connecting to the northern reach which connects to the North Drainage Canal. This reach of tributary is approximately 40 feet wide throughout its reach, supports an earthen bed and bank, wetland vegetation, and a distinct OHWM. A review of historic aerial photography displays surface water during the irrigation and wet seasons (Section 9.v and Section 10 below). Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during most of the year.

3. AD-01(Pullman Canal) is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to an (a)(1)(i) TNW, (Sacramento River) by way of the North Drainage Canal, which flows into the Sacramento River through the RD 1000 Pumping Plant #2. Water is pumped into this feature by the Pullman Pumps from the North Drainage Canal near the north boundary of the review area. Water in AD-01 can then be diverted to rice fields to the east by at least two flowpaths. It can be diverted out of the review area, under Power Line Road to the south along Power Line Road, or it can be diverted to the north into AD-02. AD-02 flows north before exiting the review area to the east through

an 85-foot culvert under Power Line Road. Water from this feature can then be diverted back to the North Drainage Canal by at least three different flowpaths. This reach of tributary, AD-01 (1.852 acres), is 3,227 feet in length with an average width of 25 feet and displays an OHWM. Surface water is visible on multiple historic aerial photos throughout the irrigation season (Section 9.v and Section 10 below). Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the irrigation season (typically from April to August).

4. AD-02 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to an (a)(1)(i) TNW, (Sacramento River) by way of the North Drainage Canal, which flows into the Sacramento River through the RD 1000 Pumping Plant #2. AD-02 flows north 1,741 feet before exiting the review area to the east through an 85-foot culvert under Power Line Road. Water from this feature can then be diverted back to the North Drainage Canal by at least three different flowpaths. This reach of tributary, AD-02 (0.999 acre), is 1,741 feet in length with an average width of 25 feet and displays an OHWM. Surface water is visible on multiple historic aerial photos throughout the irrigation season (Section 9.v and Section 10 below). Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water for several weeks during the wet season.

5. DD-45/DD-12b is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to an (a)(1)(i) TNW, (Sacramento River) by way of the North Drainage Canal, which flows into the Sacramento River through the RD 1000 Pumping Plant #2. DD-45/DD-12b is comprised of the entire 1,279-foot reach of the feature labeled DD-45 (0.587 acre) and all segments labeled as DD-12b on the ARD maps (Enclosure 2). The DD-45 portion is connected to the North Drainage Canal by an approximately 30-foot long culvert. DD-12b (2.739 acres) is 5,966 feet long and is comprised of two segments connected by a 65-foot culvert. This reach of tributary is approximately 20 feet wide, supports an earthen bed and bank, wetland vegetation, and a distinct OHWM. A review of historic aerial photography displays consistent surface water during the wet season (Section 9.v and Section 10 below). Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

6. DD-43 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to an (a)(1)(i) TNW, (Sacramento River) by way of the North Drainage Canal, which flows into the Sacramento River through the RD 1000 Pumping Plant #2. DD-43 flows west and drains into DD-45/DD-12b (described above). This reach of tributary, DD-43 (0.406

acre), is 5,897 feet in length, has an average with of 3 feet, and displays an OHWM and bed and bank. Surface water is visible on multiple historic aerial photos throughout the irrigation season (Section 9.v and Section 10 below). Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

7. C-02 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to an (a)(1)(i) TNW, (Sacramento River) by way of the North Drainage Canal, which flows into the Sacramento River through the RD 1000 Pumping Plant #2. C-02 is a concrete-lined feature that flows west and drains into C-01 (as described above). This reach of tributary, C-02 (1.373 acres), is 5,979 feet in length, has an average with of 10 feet, and displays an OHWM and bed and bank. Surface water is visible on multiple historic aerial photos throughout the irrigation season (Section 9.v and Section 10 below). Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the irrigation season.

8. DD-12a is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW, the Sacramento River. It flows west to east into DD-45/DD-12b, which is tributary to a TNW (Sacramento River) by way of the North Drainage Canal. DD-45/DD-12b flows into the Sacramento River through the RD 1000 Pumping Plant #2. This reach of tributary is approximately 6 feet wide, 546 feet in length, 0.075 acre in size, supports an earthen bed and bank with wetland vegetation, and a distinct OHWM. A review of historic aerial photography displays surface water during various times of the irrigation season (Section 9.v and Section 10 below). Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water nearly year-round.

9. DD-12c is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW, the Sacramento River. It flows north into DD-45/DD-12b (described above), which is tributary to a TNW (Sacramento River) by way of the North Drainage Canal. DD-45/DD-12b flows into the Sacramento River through the RD 1000 Pumping Plant #2. DD-12c is comprised of three segments connected by 45-foot and 120-foot culverts. This reach of tributary is approximately 6 feet wide, 3,935 feet in length, 0.542 acre in size, supports an earthen bed and bank with wetland vegetation, and a distinct OHWM. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

10. DD-14, which is also known as the Diesel Drain, is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW, the Sacramento River. DD-14 (0.099 acre) drains from west to east and flows through a 40-foot culvert into DD-12c, which flows into DD-45/DD-12b, which is tributary to the navigable Sacramento River as described above. This reach of tributary is approximately 1,431 feet long and 3 feet wide, and supports a distinct OHWM and earthen bed and bank. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

11. DD-15 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW, the Sacramento River. DD-15 (0.024 acre) drains from southeast to northwest and flows through a 68-foot culvert into DD-12c, which flows into DD-45/DD-12b, which is tributary to the navigable Sacramento River as described above. This reach of tributary is approximately 517 feet in length and 2 feet wide; it supports a distinct OHWM and earthen bed and bank with wetland vegetation. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

12. DD-18 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW, the Sacramento River. DD-18 drains to the north and flows through a 443-foot culvert into DD-15 (described above), which in turn flows into DD-12c, which flows into DD-45/DD-12b, which is tributary to the navigable Sacramento River as described above. This reach of tributary, DD-18 (0.101 acre), is approximately 1,468 feet long and 3 feet wide, and it supports a distinct OHWM and earthen bed and bank with wetland vegetation. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

13. DD-13 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW, the Sacramento River. DD-13 (0.129 acre) drains from west to east and flows through a 75-foot culvert into DD-12c, which flows into DD-45/DD-12b, which is tributary to the navigable Sacramento River as described above. This reach of tributary is approximately 563 feet long and 30 feet wide, supports wetland vegetation and an earthen bed and bank, and a distinct OHWM. Based on discussions with airport staff

biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

14. DD-11 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW, the Sacramento River. DD-11 (0.877 acre) is 1,911 feet long, drains from west to east, and flows through a 25-foot culvert into DD-45/DD-12b, which is tributary to the navigable Sacramento River as described above. This reach of tributary is approximately 20 feet wide, supports an earthen bed and bank with wetland vegetation, and a distinct OHWM. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

15. DD-10a and DD-10b are jurisdictional tributaries pursuant to 33 CFR 328.3(a)(3), and exhibit a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. They are RPWs with a surface flowpath to a TNW, the Sacramento River. The first reach of tributary, DD-10a (0.137 acre), is 399 feet long with an average width of 15 feet, and it drains to the northwest through a 30-foot culvert into DD-10b. The second reach of tributary, DD-10b (0.278 acre), has an average width of 25 feet, is 485 feet long, and flows through a 665-foot culvert into DD-11, which is tributary to the navigable Sacramento River as described above. Both reaches, DD-10a and DD-10b, support earthen beds and banks and distinct OHWMs. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

16. DD-25 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW, the Sacramento River. DD-25 drains from west to east into DD-45/DD-12b, which tributary to the navigable Sacramento River as described above. This reach of tributary, DD-25 (0.098 acre), is 856 feet in length with an average width of 5 feet, supports an earthen bed and bank, and a distinct OHWM. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

17. DD-27 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW, the Sacramento River. DD-27 drains from east to west through a 104-foot culvert into DD-45/DD-12b, which is tributary to the navigable Sacramento River as described above. This reach of tributary, DD-27 (0.017 acre), is 377 feet in length with an average width of 2 feet, supports a distinct OHWM, and an earthen bed and bank. Based on

discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

18. DD-29 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW, the Sacramento River. DD-29 (0.019 acre) drains from east to west into DD-27. DD-27 is tributary to DD-45/DD-12b, which is tributary to the navigable Sacramento River as described above. This reach of tributary, DD-29, is approximately 2 feet wide and 409 feet in length, supports a distinct OHWM and an earthen bed and bank. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

19. DD-16/DD-17 (4.252 acres and 11,277 feet long) is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW, the Sacramento River. DD-16/DD-17 drains generally to the north into DD-45/DD-12b, which flows into the Sacramento River as described above. This reach of tributary, DD-16/DD-17, is approximately 15 feet wide, supports a distinct OHWM, hydrophytic vegetation, and an earthen bed and bank. It crosses under West Elverta Road by way of a 40-foot culvert. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

20. DD-19 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW, the Sacramento River. DD-19 (0.105 acre) drains 911 feet to the north into DD-16/DD-17, which flows into the Sacramento River as described above. This reach of tributary is approximately 15 feet wide throughout its reach, supports a distinct OHWM, wetland vegetation, and an earthen bed and bank. It crosses under a maintenance road by way of a 40-foot culvert before draining into DD-16/DD-17. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

21. DD-30 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW, the Sacramento River. DD-30 (0.235 acre) drains 1,704 feet to the southeast into DD-16/DD-17, which flows into the Sacramento River as described above. This reach of tributary is approximately 6 feet wide, supports a distinct OHWM, wetland vegetation,

and an earthen bed and bank. The northern segment of DD-30 crosses under a maintenance road by way of a 120-foot culvert before merging with its southern segment, which flows into DD-16/DD-17, a water of the U.S. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

22. DD-31 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW, the Sacramento River. DD-31 (0.037 acre) drains south 408 feet and connects two reaches of DD-30, which in turn flows into DD-16/DD-17, which flows into the Sacramento River as described above. This reach of tributary is approximately 4 feet wide, supports a distinct OHWM, wetland vegetation, and an earthen bed and bank. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

23. DD-32 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW, the Sacramento River. DD-32 (0.119 acre) drains 861 feet to the south into DD-16/DD-17, which flows into the Sacramento River as described above. This reach of tributary is approximately 6 feet wide, supports a distinct OHWM, wetland vegetation, and an earthen bed and bank. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

24. RD-03 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW, the Sacramento River. RD-03 (0.081 acre) drains 1,756 feet to the west along the north side of West Elverta Road into DD-16/DD-17, which flows into the Sacramento River as described above. This reach of tributary is approximately 2 feet wide, supports a distinct OHWM, wetland vegetation, and an earthen bed and bank. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

25. DD-47 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW, the Sacramento River. DD-47 (0.009 acre) drains 125 feet to the west into DD-32, which flows into DD-16/DD-17, which flows into the Sacramento River as described above. This reach of tributary is approximately 3 feet wide, supports a distinct OHWM,

wetland vegetation, and an earthen bed and bank. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

26. DD-39 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW (Sacramento River) by way of the North Drainage Canal, which flows into the Sacramento River through the RD 1000 Pumping Plant #2. DD-39 is approximately 0.197 acre and is located in the northeast corner of the review area. It generally flows south before turning west and discharging into the North Drainage Canal just outside the review area by way of a 45-foot culvert. This reach of tributary is approximately 4,286 feet long with an average width of 2 feet, supports a distinct OWHM and an earthen bed and bank. The presence of algal matting indicates the presence of a hydrologic regime indicative of a RPW. Additionally, this ditch is 3-5 feet lower than the properties to the east of Powerline Road, which support active rice fields. Rice fields need to stay flooded for several weeks, typically from April to August in the Sacramento Valley during the spring and summer. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), in addition to holding water after precipitation events, this ditch is also receives seepage from the active rice fields during irrigation season.

27. DD-40 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW (Sacramento River) by way of the North Drainage Canal, which flows into the Sacramento River through the RD 1000 Pumping Plant #2. DD-40 is approximately 0.111 acres and is located in the northeast corner of the review area. It generally flows east to west and discharges into the North Drainage Canal just outside the review area by way of a 117-foot culvert. It is approximately 2,410 feet long with an average width of 2 feet. This reach of tributary supports a distinct OWHM and an earthen bed and bank. The presence of algal matting indicates the presence of a hydrologic regime indicative of a RPW. Additionally, this ditch is 3-5 feet lower than the properties to the east of Powerline Road, which support active rice fields. Rice fields need to stay flooded for several weeks, typically from April to August in the Sacramento Valley during the spring and summer. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), in addition to holding water after precipitation events, this ditch is also receives seepage from the active rice fields during irrigation season.

28. DD-41 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW (Sacramento River) by way of the North Drainage Canal, which flows into the Sacramento River through the RD 1000 Pumping Plant #2. DD-41 is approximately

0.111 acres and is located in the northeast corner of the review area. It generally flows east to west and discharges into the North Drainage Canal just outside the review area by way of a 117-foot culvert. This reach of tributary is approximately 2,409 feet long with an average width of 2 feet, supports a distinct OWHM, and an earthen bed and bank. The presence of algal matting indicates the presence of a hydrologic regime indicative of a RPW. Additionally, this ditch is 3-5 feet lower than the properties to the east of Powerline Road, which support active rice fields. Rice fields need to stay flooded for several weeks, typically from April to August in the Sacramento Valley during the spring and summer. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), in addition to holding water after precipitation events, this ditch is also receives seepage from the active rice fields during irrigation season.

29. DD-42 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW (Sacramento River) by way of the North Drainage Canal, which flows into the Sacramento River through the RD 1000 Pumping Plant #2. DD-42 is approximately 0.110 acre and is located in the northeast corner of the review area. It generally flows east to west and discharges into the North Drainage Canal just outside the review area by way of a 136-foot culvert. It is approximately 2,387 feet long with an average width of 2 feet. This reach of tributary supports a distinct OWHM and an earthen bed and bank. The presence of algal matting indicates the presence of a hydrologic regime indicative of a RPW. Additionally, this ditch is 3-5 feet lower than the properties to the east of Powerline Road, which support active rice fields. Rice fields need to stay flooded for several weeks, typically from April to August in the Sacramento Valley during the spring and summer. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), in addition to holding water after precipitation events, this ditch is also receives seepage from the active rice fields during irrigation season.The following aquatic resources are located in the southern portion of the review area and generally drain to the south to the West Drainage Canal, an RPW that is tributary to the Sacramento River (TNW) (Enclosure 3):

30. S-DD-01 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an 83-foot long RPW with a surface flowpath to a TNW, the Sacramento River. S-DD-01 (0.004 acre) drains south directly into the West Drainage Canal (RPW). The West Drainage Canal flows to the west to RD 1000 Pumping Plant #5, which discharges into the navigable Sacramento River (TNW). This reach of tributary is approximately 2 feet wide, supports a distinct OHWM and an earthen bed and bank. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

31. S-DD-13 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW, the Sacramento River. S-DD-13 (0.115 acre) drains south directly into the West Drainage Canal. The West Drainage Canal flows to the west to RD 1000 Pumping Plant #5, which discharges into the navigable Sacramento River. This reach of tributary is approximately 1,004 feet long and 5 feet wide, supports a distinct OHWM and an earthen bed and bank. A review of historic aerial photography displays surface water during the wet season (Section 9.v and Section 10 below). Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season and irrigation season.

32. S-DD-06 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW, the Sacramento River. S-DD-6 flows west through a 50-foot culvert and merges with S-DD-13, which in turn drains south directly into the West Drainage Canal. The West Drainage Canal flows to the west to RD 1000 Pumping Plant #5, which discharges into the navigable Sacramento River. This reach of tributary, S-DD-6 (0.059 acre), is approximately 5 feet wide, supports a distinct OHWM and an earthen bed and bank. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

33. DD-08 (Airport West Ditch) is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW (Sacramento River) by way of the West Drainage Canal, into which it flows, and the M10 Drain, which flows into the Sacramento River through the RD 1000 Pumping Plant #5. DD-08 is approximately 7.262 acres and is located along the west edge of the review area. This reach of tributary is approximately 10,545 feet long with an average width of 30 feet and is comprised of two segments connected by a 45-foot culvert. This reach of tributary supports an OWHM and a distinct earthen bed and bank. A review of historic aerial photography displays surface water during the wet season (Section 9.v and Section 10 below). Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

34. DD-09 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW (Sacramento River). DD-09 flows into DD-08, which flows into the Sacramento as described above. DD-09 is approximately 0.222 acre and is located along the west edge of the review area. This reach of tributary is approximately 645 feet long with an

average width of 15 feet, and it supports an OWHM and a distinct earthen bed and bank. A review of historic aerial photography displays surface water during the wet season (Section 9.v and Section 10 below). Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season

35. DD-08a (West Drainage Canal) is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW (Sacramento River) by way of the M10 Drain, which flows into the Sacramento River through the RD 1000 Pumping Plant #5. DD-08a is approximately 0.544 acre and is located at the southwest corner of the review area. This reach of tributary is approximately 677 feet long with an average width of 35 feet, and it supports an OWHM and a distinct earthen bed and bank. Based on a review of historic aerial photography this features appears to be perennial (Section 9.v and Section 10 below). Surface flowing water was present during the Corps verification visits conducted on 19 November 2024, 25 September 2025, and 18 November 2025

36. DD-07 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW (Sacramento River) by way of the West Drainage Canal, into which it flows, and the M10 Drain, which flows into the Sacramento River through the RD 1000 Pumping Plant #5. DD-07 is approximately 0.876 acre and is located near the southwest corner of the review area. This reach of tributary is approximately 3,814 feet long with an average width of 10 feet, and it supports an OWHM and a distinct earthen bed and bank. A review of historic aerial photography displays surface water during the wet season (Section 9.v and Section 10 below). Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

37. S-05 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW (Sacramento River). S-05 is a roadside ditch that flows northwest along the east side of North Bayou Way and drains directly into DD-07, which flows into the Sacramento as described above. S-05 is approximately 0.026 acre and is located near the southwest corner of the review area. This reach of tributary is approximately 1,126 feet long with an average width of 1 foot, and it supports an OWHM and a distinct earthen bed and bank. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

38. S-09/SW-01/S-10a is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as

clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW (Sacramento River). This feature is a ditch that flows southeast and drains into DD-08 by way of a 38-foot culvert. DD-08 flows into the Sacramento River as described above. This reach of tributary, S-09/SW-01/S-10a, is approximately 0.308 acre with a length of 2,700 feet and an average width of 5 feet; it supports an OWHM and a distinct earthen bed and bank. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

39. DD-09a is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW (Sacramento River). DD-09a flows southward through a 65-foot culvert into DD-07, which flows into the Sacramento as described above. DD-09a is approximately 0.814 acre and is located near the southwest corner of the review area. This reach of tributary is approximately 2,363 feet long with an average width of 15 feet; it supports an OWHM and a distinct earthen bed and bank. A review of historic aerial photography displays surface water during the wet season (Section 9.v and Section 10 below). Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

40. DD-03 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW (Sacramento River). DD-03 flows through an approximately 350-foot long pipe into DD-09a, which flows southward through a 65-foot culvert into DD-07, which flows into the Sacramento River as described above. DD-03 (0.127 acre) is comprised of two segments connected by an 875-foot pipe and is located near the southwest corner of the review area. This reach of tributary is approximately 1,110 feet long with an average width of 5 feet, and it supports an OWHM and a bed and bank. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

41. S-07 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW (Sacramento River). S-07 flows north to an approximately 325-foot long pipe that drains west and daylights into DD-09a, which flows southward through a 65-foot culvert into DD-07, which flows into the Sacramento River as described above. This reach of tributary, S-07 (0.085 acre), is approximately 737 feet long with an average width of 5 feet, and it supports an OWHM and a distinct bed and bank. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u

and Section 10 below), this feature displays continuously flowing water during the wet season.

42. S-08 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW (Sacramento River). S-08 flows west to an approximately 325-foot long pipe that drains west and daylights into DD-09a, which flows southward through a 65-foot culvert into DD-07, which flows into the Sacramento River as described above. This reach of tributary, S-08 (0.092 acre), is approximately 502 feet long with an average width of 8 feet, and it supports an OWHM and a distinct bed and bank. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

43. DD-02 (Meister Drain) is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW (Sacramento River). DD-02 is comprised of four segments connected by culverts with lengths of 60 feet, 65 feet, and 100 feet. DD-02 drains to the east out of the review area under Power Line Road and flows into the M7 Drain. The M7 Drain flows south and merges with the West Drainage Canal, which flows west to the M10 Drain, which flows into the Sacramento River through the RD 1000 Pumping Plant #5. This reach of tributary, DD-02 (1.046 acres), is approximately 5,062 feet in length with an average width of 9 feet, and it supports an OWHM and a distinct bed and bank. A review of historic aerial photography displays surface water during the wet season (Section 9.v and Section 10 below). Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during certain times of the year including the wet season and irrigation season. Water was observed in this feature during the 25 September 2025, and 18 November 2025 site visits by the Corps.

44. DD-05 (Airport East Ditch) is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW (Sacramento River). DD-05 parallels the east boundary of the review area is comprised of four segments connected by culverts with lengths of 32 feet, 80 feet, and 50 feet. DD-05 drains to the south, flows through a 35-foot culvert and flows into DD-02. DD-02 has a continuous surface connection with the Sacramento River as described above. This reach of tributary, DD-05 (1.990 acres), is approximately 10,838 feet in length with an average width of 8 feet, and it supports an OWHM and distinct bed and bank. A review of historic aerial photography displays surface water during the wet season (Section 9.v and Section 10 below). Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water

during certain times of the year including the wet season and irrigation season. Water was observed in this feature during the 25 September 2025, and 18 November 2025 site visits by the Corps.

45. DD-06 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW (Sacramento River). DD-06 flows east to west and merges with DD-05. DD-05 drains to the south, flows through a 35-foot culvert and flows into DD-02. DD-02 has a continuous surface connection with the Sacramento River as described above. This reach of tributary, DD-06 (0.084 acre), is approximately 365 feet in length with an average width of 10 feet, and it supports an OWHM and distinct bed and bank. A review of historic aerial photography displays surface water during the wet season (Section 9.v and Section 10 below). Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

46. RD-02 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW (Sacramento River). RD-02 flows east to west and merges with DD-05. DD-05 drains to the south, flows through a 35-foot culvert and flows into DD-02. DD-02 has a continuous surface connection with the Sacramento River as described above. This reach of tributary, RD-02 (0.034 acre), is approximately 1,471 feet in length with an average width of 1 foot, and it supports an OWHM and distinct bed and bank. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

47. DD-04 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW (Sacramento River). DD-04 is comprised of two segments connected by a 50-foot culvert; it flows to the south, drains through a 45-foot culvert, and merges with DD-02. DD-02 has a continuous surface connection with the Sacramento River as described above. This reach of tributary, DD-04 (0.712 acre), is approximately 5,166 feet in length with an average width of 1 foot, and it supports an OWHM and distinct bed and bank. A review of historic aerial photography displays surface water during the wet season (Section 9.v and Section 10 below). Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

48. S-03 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a

TNW (Sacramento River). S-03 flows to the west and merges with DD-04. DD-04 drains to the south, flows through a 45-foot culvert and merges into DD-02. DD-02 has a continuous surface connection with the Sacramento River as described above. This reach of tributary, S-03 (0.028 acre), is approximately 153 feet in length with an average width of 8 feet, and it supports an OWHM and distinct bed and bank. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

49. S-02 is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW (Sacramento River). S-02 flows to the west and merges with S-03, which drains into DD-04. DD-04 drains to the south, flows through a 45-foot culvert and merges into DD-02. DD-02 has a continuous surface connection with the Sacramento River as described above. This reach of tributary, S-02 (0.020 acre), is approximately 284 feet in length with an average width of 3 feet, and it supports an OWHM and distinct bed and bank. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

50. DD-01a is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW (Sacramento River). This reach of tributary, DD-01a (0.0001 acre), has an average width of 1 foot and a length of 5 feet and possesses a distinct bed and bank and OHWM. DD-01a flows south outside of the review area, through an approximately 200-foot culvert under I-5 and merges with an east-west ditch directly south of I-5 and north of Bayou Way within the I-5 right-of-way. This ditch, which supports surface water in several aerial photos taken during the wet season and irrigation season, drains to the east and flows through an approximately 150-foot culvert into the M7 Drain, which is tributary to the Sacramento River by way of the West Drainage Canal and the M10 Drain, respectively. Based on discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

51. DD-01 (0.312 acre) is a jurisdictional tributary pursuant to 33 CFR 328.3(a)(3), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. It is an RPW with a surface flowpath to a TNW (Sacramento River). This reach of tributary is an L-shaped feature that is 4,530 feet long with an average width of approximately 3 feet and supports a distinct OHWM and an earthen bed and bank. Both “arms” drain to the southeast through a culvert connecting it to DD-01a. As described above, water from DD-01a drains to the east and flows into the M7 Drain, which is tributary to the Sacramento River by way of the West Drainage Canal and the M10 Drain, respectively. Based on

discussions with airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature displays continuously flowing water during the wet season.

f. Adjacent Wetlands (a)(4):

1. SW-10 meets the definition of waters of the U.S as it is an "adjacent wetland" pursuant to 33 CFR 328.3(a)(4). It meets the Corps' definition of a wetland as defined in 33 CFR §328.3(c)(16), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. SW-10 directly touches the OHWM of DD-16/DD-17, which is an RPW directly tributary to a TNW as described above. Surface water was observed flowing between DD-16/DD-17 and SW-10 during the Corps' verification visit on 25 September 2025.

2. SW-13 meets the definition of waters of the U.S as it is an "adjacent wetland" pursuant to 33 CFR 328.3(a)(4). It meets the Corps' definition of a wetland as defined in 33 CFR §328.3(c)(16), and it exhibits a continuous surface connection to a water of the U.S. as clarified in the Continuous Surface Connection Guidance. SW-13 directly touches with the OHWM of with DD-01, which is an RPW directly tributary to a TNW as described above.

g. Additional Waters (a)(5): N/A

8. NON-JURISDICTIONAL AQUATIC RESOURCES AND FEATURES

a. Describe aquatic resources and other features within the review area identified in the 2023 Rule as amended as not "waters of the United States" even where they otherwise meet the terms of paragraphs (a)(2) through (5). Include the type of excluded aquatic resource or feature, the size of the aquatic resource or feature within the review area and describe how it was determined to meet one of the exclusions listed in 33 CFR 328.3(b).[7] N/A.

b. Describe aquatic resources and features within the review area that were determined to be non-jurisdictional because they do not meet one or more categories of waters of the United States under the 2023 Rule as amended (e.g., tributaries that are non-relatively permanent waters; non-tidal wetlands that do not have a continuous surface connection to a jurisdictional water).

1. SW-02 does not meet the definition of waters of the U.S. Although it meets the Corps' definition of a wetland as defined in 33 CFR §328.3(c)(16), this wetland did not exhibit a continuous surface connection to a TNW, nor any other jurisdictional water as clarified in the Continuous Surface Connection Guidance. It is a 0.021-acre seasonal wetland located near the south boundary of the review area, and it is approximately

[7] 88 FR 3004 (January 18, 2023)

25 feet north of the West Drainage Canal, the closest water of the U.S.; however, it did not have a continuous surface connection to this aquatic resource.

2. SW-03 does not meet the definition of waters of the U.S. Although it meets the Corps' definition of a wetland as defined in 33 CFR §328.3(c)(16), this wetland did not exhibit a continuous surface connection to a TNW, nor any other jurisdictional water as clarified in the Continuous Surface Connection Guidance. It is a 0.249-acre seasonal wetland located near the center of the review area, and it is approximately 80 feet west of DD-12c, the closest water of the U.S.; however, it did not have a continuous surface connection to this aquatic resource.

3. SW-04 does not meet the definition of waters of the U.S. Although it meets the Corps' definition of a wetland as defined in 33 CFR §328.3(c)(16), this wetland did not exhibit a continuous surface connection to a TNW, nor any other jurisdictional water as clarified in the Continuous Surface Connection Guidance. It is a 0.035-acre seasonal wetland located near the center of the review area, and it is approximately 283 feet west of DD-12c, the closest water of the U.S.; however, it did not have a continuous surface connection to this aquatic resource.

4. SW-05a does not meet the definition of waters of the U.S. Although it meets the Corps' definition of a wetland as defined in 33 CFR §328.3(c)(16), this wetland did not exhibit a continuous surface connection to a TNW, nor any other jurisdictional water as clarified in the Continuous Surface Connection Guidance. It is a 0.287-acre seasonal wetland located near the center of the review area, and it is approximately 45 feet west of DD-12c, the closest water of the U.S.; however, it did not have a continuous surface connection to this aquatic resource.

5. SW-05b does not meet the definition of waters of the U.S. Although it meets the Corps' definition of a wetland as defined in 33 CFR §328.3(c)(16), this wetland did not exhibit a continuous surface connection to a TNW, nor any other jurisdictional water as clarified in the Continuous Surface Connection Guidance. It is a 0.353-acre seasonal wetland located near the center of the review area, and it is approximately 96 feet west of DD-12c, the closest water of the U.S.; however, it did not have a continuous surface connection to this aquatic resource.

6. SW-05c does not meet the definition of waters of the U.S. Although it meets the Corps' definition of a wetland as defined in 33 CFR §328.3(c)(16), this wetland did not exhibit a continuous surface connection to a TNW, nor any other jurisdictional water as clarified in the Continuous Surface Connection Guidance. It is a 0.260-acre seasonal wetland located near the center of the review area, and it is approximately 30 feet west of DD-12c, the closest water of the U.S.; however, it did not have a continuous surface connection to this aquatic resource.

7. SW-05d does not meet the definition of waters of the U.S. Although it meets the Corps' definition of a wetland as defined in 33 CFR §328.3(c)(16), this wetland did not

exhibit a continuous surface connection to a TNW, nor any other jurisdictional water as clarified in the Continuous Surface Connection Guidance. It is a 0.011-acre seasonal wetland located near the center of the review area, and it is approximately 80 feet west of DD-12c, the closest water of the U.S.; however, it did not have a continuous surface connection to this aquatic resource.

8. SW-05e does not meet the definition of waters of the U.S. Although it meets the Corps' definition of a wetland as defined in 33 CFR §328.3(c)(16), this wetland did not exhibit a continuous surface connection to a TNW, nor any other jurisdictional water as clarified in the Continuous Surface Connection Guidance. It is a 0.017-acre seasonal wetland located near the center of the review area, and it is approximately 35 feet west of DD-12c, the closest water of the U.S.; however, it did not have a continuous surface connection to this aquatic resource.

9. SW-05f does not meet the definition of waters of the U.S. Although it meets the Corps' definition of a wetland as defined in 33 CFR §328.3(c)(16), this wetland did not exhibit a continuous surface connection to a TNW, nor any other jurisdictional water as clarified in the Continuous Surface Connection Guidance. It is a 0.118-acre seasonal wetland located near the center of the review area, and it is approximately 32 feet west of DD-12c, the closest water of the U.S.; however, it did not have a continuous surface connection to this aquatic resource.

10. SW-06 does not meet the definition of waters of the U.S. Although it meets the Corps' definition of a wetland as defined in 33 CFR §328.3(c)(16), this wetland did not exhibit a continuous surface connection to a TNW, nor any other jurisdictional water as clarified in the Continuous Surface Connection Guidance . It is a 0.059-acre seasonal wetland located near the center of the review area, and it is approximately 70 feet west of DD-16/DD-17, the closest water of the U.S.; however, it did not have a continuous surface connection to this aquatic resource.

11. SW-07 does not meet the definition of waters of the U.S. Although it meets the Corps' definition of a wetland as defined in 33 CFR §328.3(c)(16), this wetland did not exhibit a continuous surface connection to a TNW, nor any other jurisdictional water as clarified in the Continuous Surface Connection Guidance . It is a 0.215-acre seasonal wetland located in the northern half of the review area, and it is approximately 75 feet east of DD-16/DD-17, the closest water of the U.S.; however, it did not have a continuous surface connection to this aquatic resource.

12. SW-08 does not meet the definition of waters of the U.S. Although it meets the Corps' definition of a wetland as defined in 33 CFR §328.3(c)(16), this wetland did not exhibit a continuous surface connection to a TNW, nor any other jurisdictional water as clarified in the Continuous Surface Connection Guidance. It is a 0.030-acre seasonal wetland located in the northern half of the review area, and it is 57 feet west of C-02, the closest water of the U.S.; however, it did not have a continuous surface connection to this aquatic resource.

13. SW-09 does not meet the definition of waters of the U.S. Although it meets the Corps' definition of a wetland as defined in 33 CFR §328.3(c)(16), this wetland did not exhibit a continuous surface connection to a TNW, nor any other jurisdictional water as clarified in the Continuous Surface Connection Guidance. It is a 0.124-acre seasonal wetland located in the northern half of the review area, and it is 30 feet south of DD-47, the closest water of the U.S.; however, it did not have a continuous surface connection to this aquatic resource.

14. SW-11 does not meet the definition of waters of the U.S. Although it meets the Corps' definition of a wetland as defined in 33 CFR §328.3(c)(16), this wetland did not exhibit a continuous surface connection to a TNW, nor any other jurisdictional water as clarified in the Continuous Surface Connection Guidance. It is a 0.010-acre seasonal wetland located in the northern half of the review area, and it is over 160 feet northwest of DD-25, the closest water of the U.S.; however, it did not have a continuous surface connection to this aquatic resource.

15. SW-12 does not meet the definition of waters of the U.S. Although it meets the Corps' definition of a wetland as defined in 33 CFR §328.3(c)(16), this wetland did not exhibit a continuous surface connection to a TNW, nor any other jurisdictional water as clarified in the Continuous Surface Connection Guidance. It is a 0.026-acre seasonal wetland located in the northern half of the review area, and it is over 25 feet west of C-02, the closest water of the U.S.; however, it did not have a continuous surface connection to this aquatic resource.

16. SW-14 does not meet the definition of waters of the U.S. Although it meets the Corps' definition of a wetland as defined in 33 CFR § 328.3(c)(16), this wetland did not exhibit a continuous surface connection to a TNW, nor any other jurisdictional water as clarified in the Continuous Surface Connection Guidance. It is a 0.217-acre seasonal wetland located in the northern half of the review area, and it is over 30 feet south of C-02, the closest water of the U.S.; however, it did not have a continuous surface connection to this aquatic resource.

17. SW-15a and SW-15b do not meet the definition of waters of the U.S. Although these meet the Corps' definition of wetlands as defined in 33 CFR §328.3(c)(16), these wetlands did not exhibit a continuous surface connection to a TNW, nor any other jurisdictional water as clarified in the Continuous Surface Connection Guidance. SW-15b is a 23.341-acre constructed perennial emergent marsh wetland located in an area formerly farmed in rice. It is separated by a 20-foot wide levee from SW-15a (21.295 acres); however, it is hydrologically connected to SW-15a, also a constructed perennial marsh wetland, by four riser drains. SW-15a is separated from DD-45/DD-12b, a jurisdictional tributary to a TNW, by a 30-foot wide levee; these two features are hydrologically connected by a riser drain installed under the levee. Since riser drains do not constitute a continuous surface connection, SW-15a and SW-15b are not jurisdictional.

18. SW-16 does not meet the definition of waters of the U.S. Although it meets the Corps' definition of a wetland as defined in 33 CFR §328.3(c)(16), this wetland did not exhibit a continuous surface connection to a TNW, nor any other jurisdictional water as clarified in the Continuous Surface Connection Guidance. It is a 0.927-acre seasonal wetland located in the northern half of the review area, and it is 30 feet north of AD-01, the closest water of the U.S.; however, it did not have a continuous surface connection to this aquatic resource.

19. SW-17 does not meet the definition of waters of the U.S. Although it meets the Corps' definition of a wetland as defined in 33 CFR §328.3(c)(16), this wetland did not exhibit a continuous surface connection to a TNW, nor any other jurisdictional water as clarified in the Continuous Surface Connection Guidance. It is a 0.144-acre seasonal wetland located in the northern half of the review area, and it is 25 feet north of AD-01, the closest potential water of the U.S. ; however, it did not have a continuous surface connection to this aquatic resource.

20. SW-18 does not meet the definition of waters of the U.S. Although it meets the Corps' definition of a wetland as defined in 33 CFR §328.3(c)(16), this wetland did not exhibit a continuous surface connection to a TNW, nor any other jurisdictional water as clarified in the Continuous Surface Connection Guidance. It is a 0.332-acre seasonal wetland located in the northern half of the review area, and it is 32 feet north of AD-01, the closest water of the U.S.; however, it did not have a continuous surface connection to this aquatic resource.

21. SW-19 does not meet the definition of waters of the U.S. Although it meets the Corps' definition of a wetland as defined in 33 CFR §328.3(c)(16), this wetland did not exhibit a continuous surface connection to a TNW, nor any other jurisdictional water as clarified in the Continuous Surface Connection Guidance. It is a 0.158-acre seasonal wetland located in the northern half of the review area, and it is 67 feet north of DD-16, the closest water of the U.S.; however, it did not have a continuous surface connection to this aquatic resource.

22. RD-01 is a 0.155-acre (6,764-foot long) non-jurisdictional tributary since it is a non-relatively permanent water. This feature is approximately 1 foot wide and supports an OHWM; however, according to airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature is ephemeral as it contains flowing or standing water for only a short duration in direct response to precipitation.

23. RD-03a is a 0.022-acre (478-foot long) non-jurisdictional tributary since it is a non-relatively permanent water. This feature is approximately 2 feet wide and supports an OHWM; however, according to airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature is ephemeral as it contains flowing or standing water for only a short duration in direct response to precipitation.

24. DD-20 is a 0.169-acre (1,224-foot long) non-jurisdictional tributary since it is a non-relatively permanent water. This feature is approximately 6 feet wide and supports an OHWM; however, according to airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature is ephemeral as it contains flowing or standing water for only a short duration in direct response to precipitation.

25. DD-22 (0.125 acre) does not meet the definition of waters of the U.S. because it is not tributary either directly or indirectly to an (a)(1) water, nor any other jurisdiction water. This 1,089-foot long feature with an average width of approximately 6 feet appears to have been part of an historic irrigation system. According to airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature is ephemeral as it contains flowing or standing water for only a short duration in direct response to precipitation.

26. DD-23 is a 0.164-acre (1,189-foot long) non-jurisdictional tributary since it is a non-relatively permanent water. DD-23 is comprised of two segments within the review area. An approximately 85-foot segment receives flows from its larger 1,104-foot segment through a 30-foot culvert and discharges to the west into C-01 by way of a 140-foot culvert. This feature is approximately 6 feet wide throughout its reach within the review area, supports a bed and bank, and an OHWM; however, according to airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature is ephemeral as it contains flowing or standing water for only a short duration in direct response to precipitation.

27. DD-24 (0.111 acre) does not meet the definition of waters of the U.S. because it is not tributary either directly or indirectly to an (a)(1) water, nor any other jurisdiction water. This 964-foot long feature with an average width of approximately 5 feet appears to have been part of an historic irrigation system. According to airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature is ephemeral as it contains flowing or standing water for only a short duration in direct response to precipitation.

28. DD-26 (0.053 acre) does not meet the definition of waters of the U.S. because it is not tributary either directly or indirectly to an (a)(1) water, nor any other jurisdiction water. This 769-foot long ditch is approximately 3 feet in width and displays an OHWM throughout its reach within the review area. Historically, this relict feature was part of a larger irrigation system; however, it became an isolated segment lacking a connection to any other aquatic resources around 2010 during the construction of C-01 (Upper Elkhorn Irrigation Canal) and DD-21 (Upper GGS Drainage Canal).

29. DD-33 (0.066 acre) does not meet the definition of waters of the U.S. because it is not tributary either directly or indirectly to an (a)(1) water, nor any other jurisdiction water. This 1,444-foot long feature possesses a width of approximately 2 feet, displays

an OWHM throughout its reach, and supports hydrophytic vegetation in its deeper reaches.

30. DD-34/DD-35/DD-36/DD-37 (does not meet the definition of waters of the U.S. because it is not tributary either directly or indirectly to an (a)(1) water, nor any other jurisdiction water. This feature represents an abandoned drainage system comprised of 11,803 feet of ditches with an average width of approximately 2 feet, and an OHWM throughout. Water drains west and south through a pair of culverts into DD-48. DD-48 drains north into SW-15a, which as described below, is not a tributary either directly or indirectly connected to an (a)(1) water, nor any other jurisdiction water.

31. DD-38 (0.170 acre) does not meet the definition of waters of the U.S. because it is not tributary either directly or indirectly to an (a)(1) water, nor any other jurisdiction water. This feature conveys water from a well inside the review area by way of a 30-foot culvert into SW-15b, which as described above, is not a tributary either directly or indirectly connected to an (a)(1) water, nor any other jurisdiction water. This ditch is approximately 10 feet in width and displays an OHWM throughout its reach within the review area.

32. DD-44a (0.007 acre) does not meet the definition of waters of the U.S. because it is not tributary either directly or indirectly to an (a)(1) water, nor any other jurisdiction water. This ditch, which is directly connected to SW-15a described above, is approximately 6 feet in width and displays an OHWM throughout its reach within the review area. SW-15a, which is described above, is not a tributary either directly or indirectly connected to an (a)(1) water, nor any other jurisdiction water.

33. DD-44 (0.122 acre) does not meet the definition of waters of the U.S. because it is not tributary either directly or indirectly to an (a)(1) water, nor any other jurisdiction water. This ditch, which is directly connected to DD-44a which is directly connected to SW-15a described above, is approximately 5 feet in width and displays an OHWM throughout its reach within the review area. SW-15a, which is described above, is not a tributary either directly or indirectly connected to an (a)(1) water, nor any other jurisdiction water.

34. DD-46 (0.001 acre) does not meet the definition of waters of the U.S. because it is not tributary either directly or indirectly to an (a)(1) water, nor any other jurisdiction water. This ditch, which is directly connected to SW-15a described above, is approximately 3 to 4 feet in width and displays an OHWM throughout its reach within the review area. SW-15b, which is described above, is not a tributary either directly or indirectly connected to an (a)(1) water, nor any other jurisdiction water.

35. DD-48 (0.032 acre) does not meet the definition of waters of the U.S. because it is not tributary either directly or indirectly to an (a)(1) water, nor any other jurisdiction water. This 1,407-foot long feature possesses a width of approximately 2 feet, displays an OWHM throughout its reach, and supports hydrophytic vegetation in its deeper

reaches. DD-48 drains north into SW-15a, which as described above, is not a tributary either directly or indirectly connected to an (a)(1) water, nor any other jurisdiction water.

36. AD-03 is a 0.018-acre (157-foot long) non-jurisdictional tributary since it is a non-relatively permanent water. This gunnite-lined feature, which is connected to AD-08 by way of an approximately 1,300-foot long underground pipe, is approximately 5 feet wide throughout its reach within the review area and supports an OHWM; however, according to airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature is ephemeral as it contains flowing or standing water for only a short duration in direct response to precipitation.

37. AD-07 is a 0.610-acre (3,797-foot long) non-jurisdictional tributary since it is a non-relatively permanent water. This gunnite-lined feature is approximately 7 feet wide throughout its reach within the review area and supports an OHWM; however, according to airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature is ephemeral as it contains flowing or standing water for only a short duration in direct response to precipitation.

38. AD-08 is a 0.136-acre (989-foot long) non-jurisdictional tributary since it is a non-relatively permanent water. This gunnite-lined feature is approximately 6 feet wide throughout its reach within the review area and supports an OHWM; however, according to airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature is ephemeral as it contains flowing or standing water for only a short duration in direct response to precipitation.

39. AD-09 is a 0.658-acre (3,186-foot long) non-jurisdictional tributary since it is a non-relatively permanent water. This feature is approximately 9 feet wide throughout its reach within the review area and supports an OHWM; however, according to airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature is ephemeral as it contains flowing or standing water for only a short duration in direct response to precipitation.

40. S-10b is a 0.199-acre (578-foot long) non-jurisdictional tributary since it is a non-relatively permanent water. This feature is approximately 15 feet wide throughout its reach within the review area and supports an OHWM; however, according to airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below), this feature is ephemeral as it contains flowing or standing water for only a short duration in direct response to precipitation.

41. S-DD-02 (0.017 acre) does not meet the definition of waters of the U.S. because it is not tributary either directly or indirectly to an (a)(1) water, nor any other jurisdiction water. This 376-foot long ditch with an average width of approximately 2 feet displays an OHWM throughout its reach. It was part of an historic irrigation system that has not been utilized in at least 13 years according to airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below).

42. S-DD-04 (0.005 acre) does not meet the definition of waters of the U.S. because it is not tributary either directly or indirectly to an (a)(1) water, nor any other jurisdiction water. This 106-foot long ditch with an average width of approximately 2 feet displays an OHWM throughout its reach. It was part of an historic irrigation system that has not been utilized in at least 13 years according to airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below).

43. S-DD-09 (0.032 acre) does not meet the definition of waters of the U.S. because it is not tributary either directly or indirectly to an (a)(1) water, nor any other jurisdiction water. This 706-foot long ditch with an average width of approximately 2 feet displays an OHWM throughout its reach. It was part of an historic irrigation system that has not been utilized in at least 13 years according to airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below).

44. S-DD-13a is a 0.170-acre (1,478-foot long) non-jurisdictional tributary since it is a non-relatively permanent water. This feature is approximately 5 feet wide and supports an OHWM; however, according to airport staff biologists, this feature is ephemeral as it contains flowing or standing water for only a short duration in direct response to precipitation. An abandoned pump is located at its southern terminus; however, according to airport staff, it has not been used in at least 13 years as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below).

45. S-DD-14 (0.053 acre) does not meet the definition of waters of the U.S. because it is not tributary either directly or indirectly to an (a)(1) water, nor any other jurisdiction water. This 332-foot long ditch with an average width of approximately 7 feet displays an OHWM throughout its reach. It was part of an historic irrigation system that has not been utilized in at least 13 years according to airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below).

46. S-DD-15 (0.115 acre) does not meet the definition of waters of the U.S. because it is not tributary either directly or indirectly to an (a)(1) water, nor any other jurisdiction water. This 718-foot long ditch with an average width of approximately 7 feet displays an OHWM throughout its reach. It was part of an historic irrigation system that has not been utilized in at least 13 years according to airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below).

47. S-DD-16 (0.031 acre) does not meet the definition of waters of the U.S. because it is not tributary either directly or indirectly to an (a)(1) water, nor any other jurisdiction water. This 223-foot long ditch with an average width of approximately 6 feet displays an OHWM throughout its reach. It was part of an historic irrigation system that has not been utilized in at least 13 years according to airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below).

48. S-DD-17 (0.087 acre) does not meet the definition of waters of the U.S. because it is not tributary either directly or indirectly to an (a)(1) water, nor any other jurisdiction

water. This 631-foot long ditch with an average width of approximately 16 feet displays an OHWM throughout its reach. It was part of an historic irrigation system that has not been utilized in at least 13 years according to airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below).

49. S-DD-18 (0.695 acre) does not meet the definition of waters of the U.S. because it is not tributary either directly or indirectly to an (a)(1) water, nor any other jurisdiction water. This 2,018-foot long ditch with an average width of approximately 15 feet displays an OHWM throughout its reach. It was part of an historic irrigation system that has not been utilized in at least 13 years according to airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below).

50. S-DD-20 (0.465 acre) does not meet the definition of waters of the U.S. because it is not tributary either directly or indirectly to an (a)(1) water, nor any other jurisdiction water. This 1,350-foot long ditch with an average width of approximately 15 feet displays an OHWM throughout its reach. It was part of an historic irrigation system that has not been utilized in at least 13 years according to airport staff biologists as documented in an MFR dated 2 March 2026 (Section 9.u and Section 10 below).

9. DATA SOURCES. List sources of data/information used in making determination. Include titles and dates of sources used and ensure that information referenced is available in the administrative record.

a. Site visits were conducted on 19 November 2024, 25 September 2025, and 18 November 2025.

b. *Preliminary Delineation of Waters of the United States, Including Wetlands Sacramento International Airport Operations and Maintenance Activities*, prepared by EDAW, Inc (EDAW) and dated 11 February 2004.

c. *Requested Revisions to Preliminary Delineation of Waters of the United States, Including Wetlands Sacramento International Airport Operations and Maintenance Activities*, prepared by EDAW and dated 7 July 2004.

d. *Revised Preliminary Delineation of Waters of the United States, Including Wetlands Sacramento International Airport,* prepared by EDAW and dated 5 May 2005.

e. Corps AJD verification letter dated 29 June 2005 (Section 3 above).

f. *Sacramento International Airport Parcel South of I-5 Wetland Delineation Report*, prepared by County of Sacramento Department of Environmental Review and Assessment and dated November 2004.

g. Corps AJD verification letter dated 21 March 2006 (Section 3 above).

h. *Draft Delineation of Waters of the United States, SMF Parcel South of I-5*, prepared by ESA and dated May 2011.

i. Corps PJD verification letter dated 13 October 2011 (Section 3 above).

j. *Sacramento International Airport Final Wetland Delineation Report*, prepared by ESA and dated January 2012.

k. *Request for an Approved Jurisdictional Determination for the Sacramento International Airport, Sacramento County, California,* (letter report) prepared by DUDEK and dated 30 June 2017.

l. *Review of Potentially Jurisdictional Wetland and Waters of the United States at the Sacramento Internation Airport, Sacramento County, California* (letter report) prepared by DUDEK and dated 23 January 2017.

m. *Request for an Approved Jurisdictional Determination for Potential Waters of the United States at Sacramento International Airport, Sacramento County, California* (letter report) prepared by LSA and dated 27 February 2024.

n. Aerial photography of the project area, flown 18 March 2022, and provided by Maxar.

o. USGS Topographic Quad – *Elkhorn Weir, Calif*. (1915).

p. USGS 7.5-minute Topographic Quad - *Taylor Monument, Calif*. (1950).

q. USGS 7.5-minute Topographic Quads - *Taylor Monument, Calif*. (1980) and Grays Bend, Calif. (1975).

r. USGS National Map Viewer available at: https://apps.nationalmap.gov/viewer/, accessed 16 November 2024.

s. Google Earth aerial photography - from 1985 to 2025.

t. Corps AJD verification letter for adjacent parcel to the east of review area, 6 December 1991.

u. *Memorandum for Record. SUBJECT: Discussions with Sacramento International Airport (SMF) Staff Regarding the Sacramento International Airport Project (Regulatory Division SPK-2003-00776)* dated 2 March 2026, which outlines the Corps' discussions with Sacramento Internation Airport Staff biologists including discussions on hydrology and connectivity of aquatic resources within the review area.

v. Google Earth aerials dated between December 1985 and October 2025. See Section 10 below.

10. OTHER SUPPORTING INFORMATION.

Due to the extremely disturbed nature of the landscape within the Natomas Basin, the Strahler stream order could not be established for features within the review area. The Natomas Basin supports large numbers of public, private, maintained and abandoned drainage features including some that are in or adjacent to the review area; however, surface connections to a TNW (Sacramento River) exist and are described above. The establishment of reaches of tributaries was determined by the channel or ditch width and not by the labeling of aquatic resources displayed in the aquatic resources delineation maps provided by LSA. Channels/ditches with the same approximate width were grouped together to comprise a given tributary's establishment of reach, none of which are bifurcated.

Historic aerial photography taken between December 1985 and October 2025 and provided by Google Earth was reviewed to assess hydrological conditions/relative permanence of aquatic resources within and adjacent to the review area. Google Earth aerials dated April 2023, June 2024, and October 2025 were selected (since these represented different seasons in different years) to create a figure for the administrative record titled, *2025.12.11 Google Earth offsite flowpath 200300776.docx*. This document was prepared using screen grabs of these aerials to document the presence of surface water in off-site aquatic resources that provide a connection between aquatic resources within the review area and the Sacramento River, a TNW. Multiple years and multiple times of year were reviewed in order to establish if surface water was present and to determine if it was the result of annual precipitation during and after the wet season or if it was the result of local irrigation practices required by the adjacent active rice fields located to the east.

However, available remote sensing resources did not definitively display the presence or absence surface water in several aquatic resources within the review area, and several mapped water features were dry during the three aforementioned site visits. As a result, conclusions about hydrologic regimens of many smaller aquatic resources or aquatic resources obscured by tree canopy or vegetative cover were in part based upon discussions with Sacramento County Department of Airports staff. As part of these discussions, the Corps reiterated the differences between an RPW and a non-relatively permanent water (NRPW) in accordance with the 2023 Rule. An RPW was described to staff as an aquatic feature that displays continuously flowing surface water during certain times of the year, such as during the wet season or irrigation season, or year-round. A NRPW was described as an ephemeral aquatic feature that contains flowing or standing water for only a short duration in direct response to precipitation.

Several previous jurisdictional determinations were identified within the review area including the following:

a. An approved jurisdictional determination (AJD) was verified by the Corps on 29 June 2005; the Corps concurred with the estimate of waters of the U.S. as depicted on the May 5, 2005, *SMF LMP Wetland Delineation Maps 1-4* drawings prepared by EDAW.

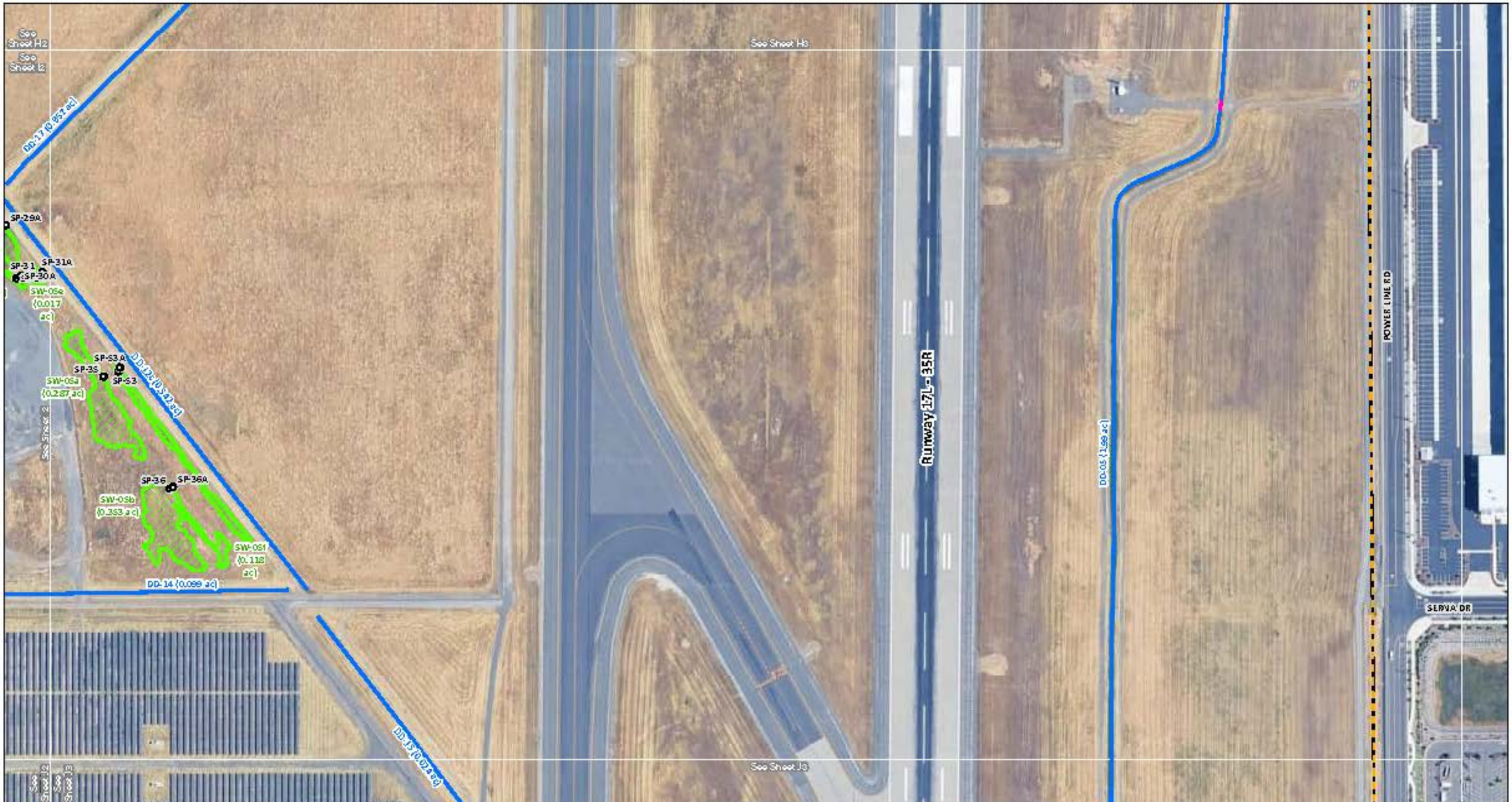
b. An AJD was verified by the Corps on 21 March 2006 for the southern parcels of the Sacramento International Airport; as described in the verification letter, the Corps concurred with the estimate of waters of the U.S. as depicted "on the map included with [the applicant's] February 8, 2006, submittal." The document submitted 8 February 2006 contained the figure titled, *SMF Proposed Economy Parking Lot Wetland Delineation - Map 1 of 1* prepared by Sacramento County and dated 28 September 2005.

c. A preliminary jurisdictional determination (PJD) was verified by the Corps on 13 October 2011; the Corps concurred with the estimate of waters of the U.S., as depicted on the 21 September 2011*, Sacramento International Airport Wetland Delineation* and the 23 September 2011, *Sacramento International Airport Parcel South of I-S Wetland Delineation* drawings prepared by Environmental Science Associates.

11. NOTE: The structure and format of this MFR were developed in coordination with the EPA and Department of the Army. The MFR's structure and format may be subject to future modification or may be rescinded as needed to implement additional guidance from the agencies; however, the approved jurisdictional determination described herein is a final agency action.

MICHAEL S JEWELL
CHIEF, REGULATORY DIVISION

3 Encls
1. Vicinity Map
2. Aquatic Resources Delineation Maps
3. Flowpath Maps



LSA

LEGEND

Review Area (4,236.4 acres)

Wetland Sample Point

Non-wetland Sample Point

Match Line

Culvert

Aquatic Resources

Wetland (50.180 ac)

Ditch or Canal (44.728 ac)

0 100 200

FEET

SOURCE: Google Imagery (06/2024).

FIGURE 6b
SHEET 13

Sacramento International Airport
Sacramento County, California

Aquatic Resources



LSA

LEGEND

- Review Area (4,236.4 acres)
- Wetland Sample Point
- Non-wetland Sample Point
- Match Line
- Culvert

Aquatic Resources

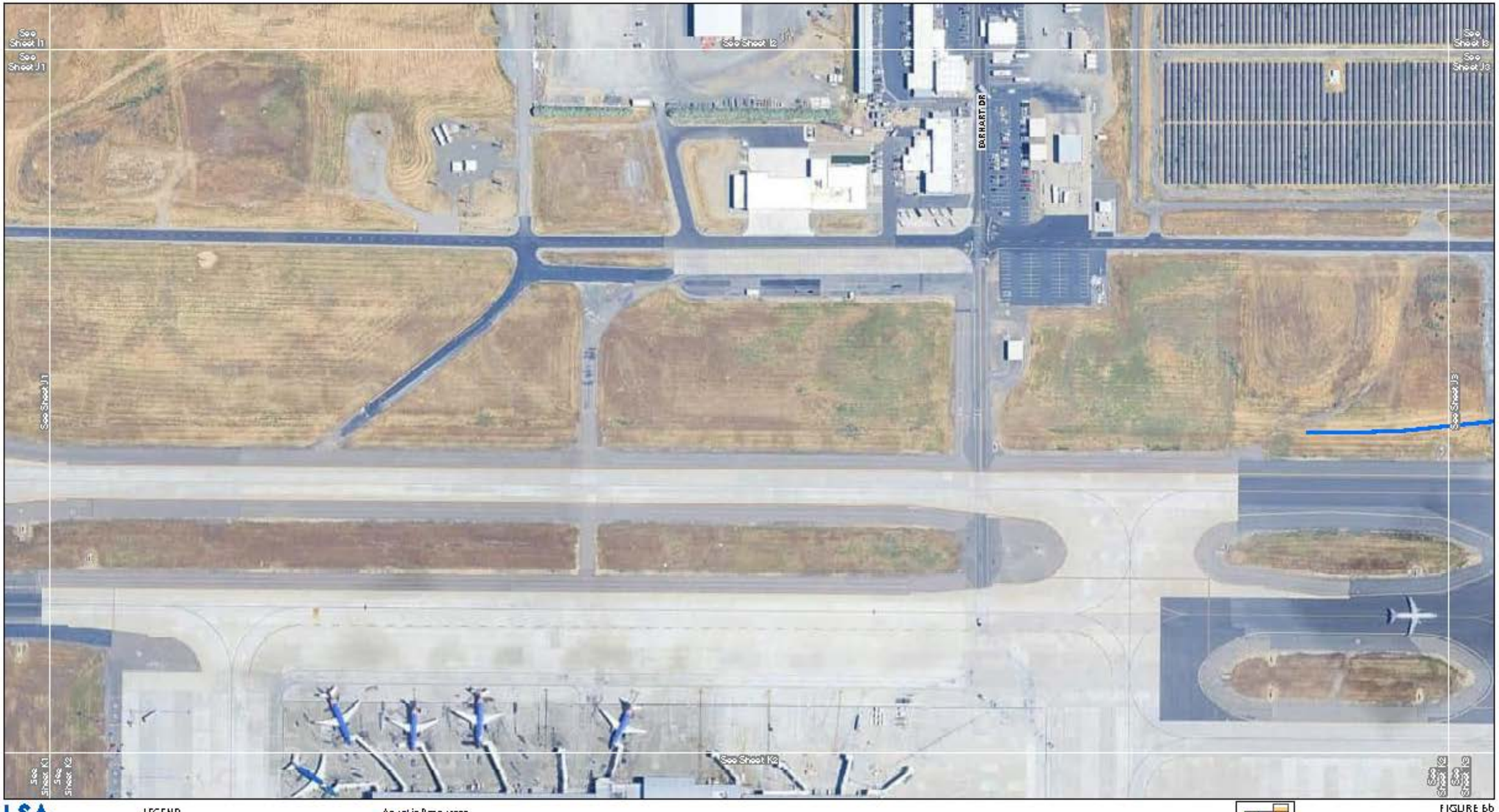
- Wetland (50.180 ac)
- Ditch or Canal (44.728 ac)

0 100 200
FEET

SOURCE: Google Imagery (06/2024).

FIGURE 6b
SHEET 12

Sacramento International Airport
Sacramento County, California
Aquatic Resources



LSA

LEGEND

- Review Area (4,236.4 acres)
- Wetland Sample Point
- Non-wetland Sample Point
- Match Line
- Culvert

Aquatic Resources

- Wetland (50.180 ac)
- Ditch or Canal (44.728 ac)

0 100 200
FEET

SOURCE: Google Imagery (06/2024).

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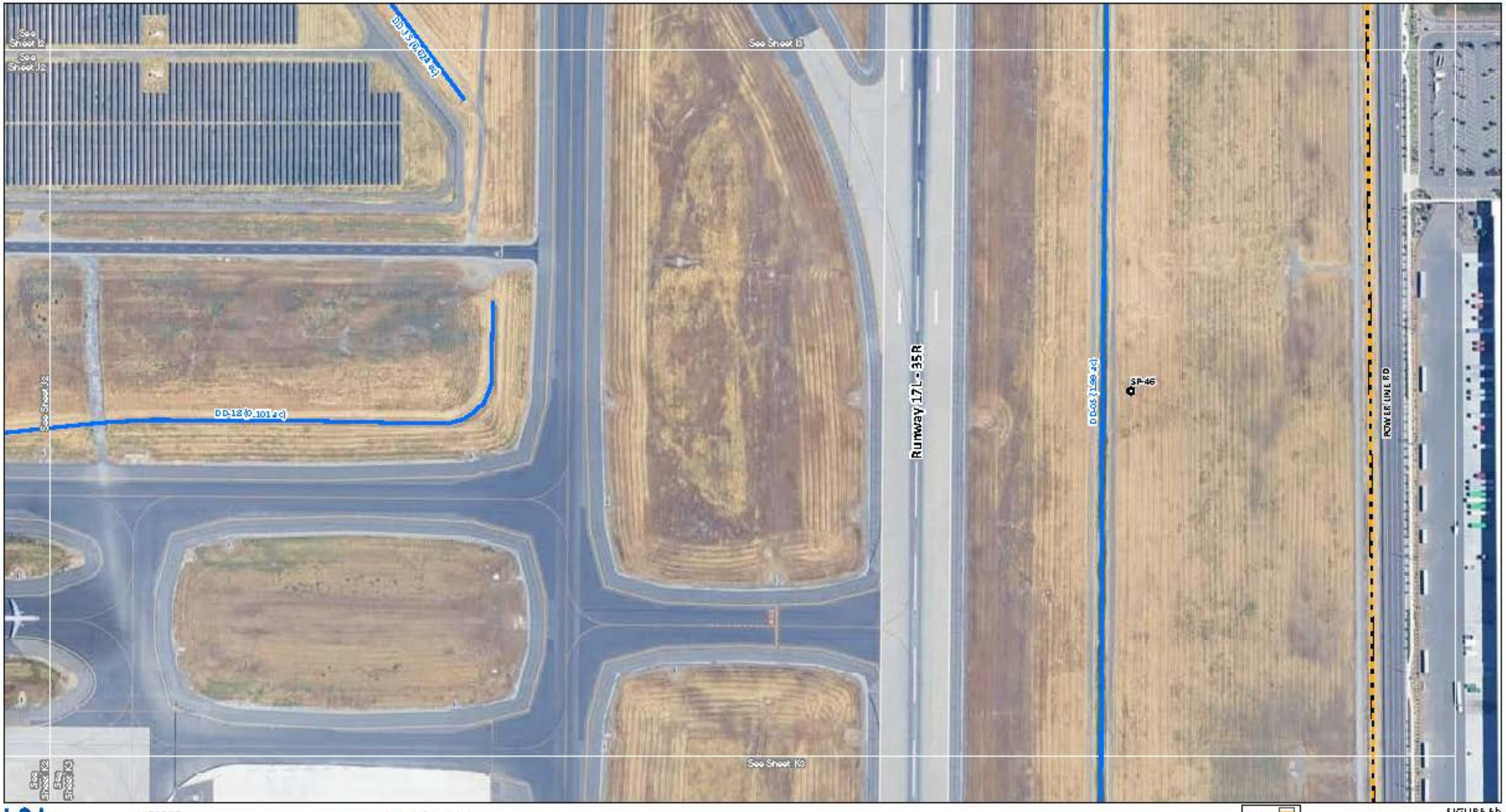
FIGURE 6b
SHEET J2

Sacramento International Airport
Sacramento County, California
Aquatic Resources



LSA

LEGEND

- Review Area (4,236.4 acres)
- Wetland Sample Point
- Non-wetland Sample Point
- Match Line
- Culvert

Aquatic Resources

- Wetland (50.180 ac)
- Ditch or Canal (44.728 ac)

0 100 200
FEET

SOURCE: Google Imagery (06/2024).

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FIGURE 6b
SHEET J3

Sacramento International Airport
Sacramento County, California

Aquatic Resources



LSA

LEGEND

- Review Area (4,236.4 acres)
- Wetland Sample Point
- Non-wetland Sample Point
- Match Line
- Culvert

Aquatic Resources

- Wetland (50.180 ac)
- Ditch or Canal (44.728 ac)

0 100 200
FEET

SOURCE: Google Imagery (06/2024).

I:\430282.01\GIS\MXD\Figure 6b_Aquatic Resources.mxd (3/6/2026)

FIGURE 6b
SHEET L3

Sacramento International Airport
Sacramento County, California

Aquatic Resources

PLER2025-00150 SMF Fuels Terminal A Fueling Station Detailed Report

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3.7.4. Offsite - Mitigated
3.8. Architectural Coating (2029)
3.8.1. Onsite - Unmitigated
3.8.2. Offsite - Unmitigated
3.8.3. Onsite - Mitigated
3.8.4. Offsite - Mitigated
3.9. Linear, Grubbing & Land Clearing (2027)
3.9.1. Onsite - Unmitigated
3.9.2. Offsite - Unmitigated

3.9.3. Onsite - Mitigated
3.9.4. Offsite - Mitigated
3.10. Linear, Grading & Excavation (2027)
3.10.1. Onsite - Unmitigated
3.10.2. Offsite - Unmitigated
3.10.3. Onsite - Mitigated
3.10.4. Offsite - Mitigated
3.11. Linear, Grading & Excavation (2028)
3.11.1. Onsite - Unmitigated
3.11.2. Offsite - Unmitigated
3.11.3. Onsite - Mitigated
3.11.4. Offsite - Mitigated
3.12. Linear, Drainage, Utilities, & Sub-Grade (2028)
3.12.1. Onsite - Unmitigated
3.12.2. Offsite - Unmitigated
3.12.3. Onsite - Mitigated
3.12.4. Offsite - Mitigated
3.13. Linear, Paving (2028)
3.13.1. Onsite - Unmitigated
3.13.2. Offsite - Unmitigated
3.13.3. Onsite - Mitigated
3.13.4. Offsite - Mitigated

4. Operations Emissions Details
4.1. Mobile Emissions by Land Use
4.1.1. Unmitigated
4.1.2. Mitigated
4.2. Energy
4.2.1. Electricity Emissions By Land Use - Unmitigated
4.2.2. Electricity Emissions By Land Use - Mitigated
4.2.3. Natural Gas Emissions By Land Use - Unmitigated
4.2.4. Natural Gas Emissions By Land Use - Mitigated
4.3. Area Emissions by Source
4.3.1. Unmitigated
4.3.2. Mitigated
4.4. Water Emissions by Land Use
4.4.1. Unmitigated
4.4.2. Mitigated
4.5. Waste Emissions by Land Use
4.5.1. Unmitigated
4.5.2. Mitigated
4.6. Refrigerant Emissions by Land Use
4.6.1. Unmitigated
4.6.2. Mitigated
4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated
4.7.2. Mitigated
4.8. Stationary Emissions By Equipment Type
4.8.1. Unmitigated
4.8.2. Mitigated
4.9. User Defined Emissions By Equipment Type
4.9.1. Unmitigated
4.9.2. Mitigated
4.10. Soil Carbon Accumulation By Vegetation Type
4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated
4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated
4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated
4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated
4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated
4.10.6. Avoided and Sequestered Emissions by Species - Mitigated
5. Activity Data
5.1. Construction Schedule
5.2. Off-Road Equipment
5.2.1. Unmitigated
5.2.2. Mitigated
5.3. Construction Vehicles
5.3.1. Unmitigated

5.3.2. Mitigated
5.4. Vehicles
5.4.1. Construction Vehicle Control Strategies
5.5. Architectural Coatings
5.6. Dust Mitigation
5.6.1. Construction Earthmoving Activities
5.6.2. Construction Earthmoving Control Strategies
5.7. Construction Paving
5.8. Construction Electricity Consumption and Emissions Factors
5.9. Operational Mobile Sources
5.9.1. Unmitigated
5.9.2. Mitigated
5.10. Operational Area Sources
5.10.1. Hearths
5.10.2. Architectural Coatings
5.10.3. Landscape Equipment
5.10.4. Landscape Equipment - Mitigated
5.11. Operational Energy Consumption
5.11.1. Unmitigated
5.11.2. Mitigated
5.12. Operational Water and Wastewater Consumption
5.12.1. Unmitigated

5.12.2. Mitigated
5.13. Operational Waste Generation
5.13.1. Unmitigated
5.13.2. Mitigated
5.14. Operational Refrigeration and Air Conditioning Equipment
5.14.1. Unmitigated
5.14.2. Mitigated
5.15. Operational Off-Road Equipment
5.15.1. Unmitigated
5.15.2. Mitigated
5.16. Stationary Sources
5.16.1. Emergency Generators and Fire Pumps
5.16.2. Process Boilers
5.17. User Defined
5.18. Vegetation
5.18.1. Land Use Change
5.18.1.1. Unmitigated
5.18.1.2. Mitigated
5.18.1. Biomass Cover Type
5.18.1.1. Unmitigated
5.18.1.2. Mitigated
5.18.2. Sequestration

5.18.2.1. Unmitigated
5.18.2.2. Mitigated
6. Climate Risk Detailed Report
6.1. Climate Risk Summary
6.2. Initial Climate Risk Scores
6.3. Adjusted Climate Risk Scores
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7. Health and Equity Details
7.1. CalEnviroScreen 4.0 Scores
7.2. Healthy Places Index Scores
7.3. Overall Health & Equity Scores
7.4. Health & Equity Measures
7.5. Evaluation Scorecard
7.6. Health & Equity Custom Measures
8. User Changes to Default Data
8.1. Justifications
8.4. Construction
8.4.2. Off-Road Equipment

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	PLER2025-00150 SMF Fuels Terminal A Fueling Station
Construction Start Date	5/1/2027
Operational Year	2028
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.60000
Precipitation (days)	37.6000
Location	38.692813717481954, -121.5860701798487
County	Sacramento
City	Unincorporated
Air District	Sacramento Metropolitan AQMD
Air Basin	Sacramento Valley
TAZ	602
EDFZ	13
Electric Utility	Sacramento Municipal Utility District
Gas Utility	Pacific Gas & Electric

Data Field	Value
App Version	2022.1.1.45

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
User Defined Linear	1.56000	Mile	4.75000	0.00000	—	—	—	—
Other Asphalt Surfaces	20.0000	Acre	20.0000	0.00000	0.00000	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Construction	C-9	Use Dust Suppressants
Construction	C-10-A	Water Exposed Surfaces
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads
Construction	C-12	Sweep Paved Roads

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.17431	3.52306	31.2915	33.8078	0.06616	1.25743	19.9349	21.1923	1.15683	10.1676	11.3244	—	7,492.88	7,492.88	0.29527	0.06957	1.17361	7,522.08
Mit.	4.17431	3.52306	31.2915	33.8078	0.06616	1.25743	7.94408	9.20151	1.15683	4.00508	5.16191	—	7,492.88	7,492.88	0.29527	0.06957	1.17361	7,522.08
% Reduced	—	—	—	—	—	—	60%	57%	—	61%	54%	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	12.2414	12.2199	12.3015	17.5425	0.04188	0.43192	0.15155	0.55822	0.39737	0.03552	0.42697	—	4,445.73	4,445.73	0.17940	0.03770	0.01172	4,461.45
Mit.	12.2414	12.2199	12.3015	17.5425	0.04188	0.43192	0.15155	0.55822	0.39737	0.03552	0.42697	—	4,445.73	4,445.73	0.17940	0.03770	0.01172	4,461.45
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.17983	0.98876	8.42730	11.3145	0.02402	0.31975	2.11930	2.43906	0.29417	0.71363	1.00780	—	2,526.85	2,526.85	0.10190	0.02133	0.13933	2,535.80
Mit.	1.17983	0.98876	8.42730	11.3145	0.02402	0.31975	0.88025	1.20000	0.29417	0.29089	0.58506	—	2,526.85	2,526.85	0.10190	0.02133	0.13933	2,535.80
% Reduced	—	—	—	—	—	—	58%	51%	—	59%	42%	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.21532	0.18045	1.53798	2.06489	0.00438	0.05835	0.38677	0.44513	0.05369	0.13024	0.18392	—	418.349	418.349	0.01687	0.00353	0.02307	419.830
Mit.	0.21532	0.18045	1.53798	2.06489	0.00438	0.05835	0.16065	0.21900	0.05369	0.05309	0.10677	—	418.349	418.349	0.01687	0.00353	0.02307	419.830

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
% Reduced	—	—	—	—	—	—	58%	51%	—	59%	42%	—	—	—	—	—	—	—

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

Includes both onsite and offsite emissions.

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	4.17431	3.52306	31.2915	33.8078	0.06616	1.25743	19.9349	21.1923	1.15683	10.1676	11.3244	—	7,492.88	7,492.88	0.29527	0.06957	1.17361	7,522.08
2028	1.98881	1.66815	12.2978	17.6082	0.04188	0.41951	0.05052	0.47003	0.38595	0.01184	0.39779	—	4,451.71	4,451.71	0.17907	0.03601	0.16320	4,467.08
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	1.69377	1.41770	12.0499	15.5895	0.02765	0.43192	0.12629	0.55822	0.39737	0.02960	0.42697	—	2,909.93	2,909.93	0.11587	0.02767	0.01172	2,921.08
2028	1.98716	1.66638	12.3015	17.5425	0.04188	0.41951	0.12629	0.51791	0.38595	0.02960	0.39779	—	4,445.73	4,445.73	0.17940	0.03770	0.01059	4,461.45
2029	12.2414	12.2199	8.58166	12.9012	0.02340	0.27564	0.15155	0.39060	0.25359	0.03552	0.25544	—	2,396.83	2,396.83	0.09723	0.01945	0.01136	2,405.06
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	1.17727	0.98814	8.42730	9.82359	0.01801	0.31975	2.11930	2.43906	0.29417	0.71363	1.00780	—	1,968.29	1,968.29	0.07781	0.01865	0.13933	1,975.93
2028	1.17983	0.98876	7.90083	11.3145	0.02402	0.26985	0.02712	0.29696	0.24826	0.00635	0.25460	—	2,526.85	2,526.85	0.10190	0.02133	0.03881	2,535.80
2029	0.89954	0.89029	0.43278	0.68400	0.00095	0.01488	0.00810	0.02298	0.01369	0.00190	0.01559	—	107.349	107.349	0.00416	0.00112	0.01038	107.797

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.21485	0.18034	1.53798	1.79281	0.00329	0.05835	0.38677	0.44513	0.05369	0.13024	0.18392	—	325.872	325.872	0.01288	0.00309	0.02307	327.138
2028	0.21532	0.18045	1.44190	2.06489	0.00438	0.04925	0.00495	0.05420	0.04531	0.00116	0.04647	—	418.349	418.349	0.01687	0.00353	0.00643	419.830
2029	0.16417	0.16248	0.07898	0.12483	0.00017	0.00272	0.00148	0.00419	0.00250	0.00035	0.00284	—	17.7728	17.7728	0.00069	0.00019	0.00172	17.8470

2.2.2. Onsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	4.06603	3.41660	31.2219	32.3486	0.06616	1.25743	19.6570	20.9144	1.15683	10.1024	11.2593	—	7,164.97	7,164.97	0.29064	0.05813	0.00000	7,189.56
2028	1.96979	1.65103	12.2868	17.3591	0.04188	0.41951	0.00000	0.41951	0.38595	0.00000	0.38595	—	4,398.18	4,398.18	0.17841	0.03568	0.00000	4,413.27
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	1.64896	1.37821	12.0088	15.1037	0.02765	0.43192	0.00000	0.43192	0.39737	0.00000	0.39737	—	2,788.57	2,788.57	0.11312	0.02262	0.00000	2,798.14
2028	1.96979	1.65103	12.2868	17.3591	0.04188	0.41951	0.00000	0.41951	0.38595	0.00000	0.38595	—	4,398.18	4,398.18	0.17841	0.03568	0.00000	4,413.27
2029	12.2414	12.2199	8.58166	12.9012	0.02340	0.27564	0.00000	0.27564	0.25359	0.00000	0.25359	—	2,396.83	2,396.83	0.09723	0.01945	0.00000	2,405.06
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	1.14545	0.95992	8.40149	9.46800	0.01801	0.31975	2.03123	2.35099	0.29417	0.69302	0.98719	—	1,879.30	1,879.30	0.07623	0.01525	0.00000	1,885.74
2028	1.17034	0.98031	7.89381	11.2115	0.02402	0.26985	0.00000	0.26985	0.24826	0.00000	0.24826	—	2,500.01	2,500.01	0.10141	0.02028	0.00000	2,508.59
2029	0.89679	0.88787	0.43098	0.65491	0.00095	0.01488	0.00000	0.01488	0.01369	0.00000	0.01369	—	99.4705	99.4705	0.00403	0.00081	0.00000	99.8119

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.20904	0.17519	1.53327	1.72791	0.00329	0.05835	0.37070	0.42906	0.05369	0.12648	0.18016	—	311.139	311.139	0.01262	0.00252	0.00000	312.207
2028	0.21359	0.17891	1.44062	2.04610	0.00438	0.04925	0.00000	0.04925	0.04531	0.00000	0.04531	—	413.905	413.905	0.01679	0.00336	0.00000	415.326
2029	0.16366	0.16204	0.07865	0.11952	0.00017	0.00272	0.00000	0.00272	0.00250	0.00000	0.00250	—	16.4685	16.4685	0.00067	0.00013	0.00000	16.5250

2.2.3. Offsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.12797	0.12582	0.08225	1.72448	0.00000	0.00000	0.32836	0.32836	0.00000	0.07697	0.07697	—	355.239	355.239	0.00502	0.01240	1.17361	360.232
2028	0.01903	0.01712	0.01097	0.24913	0.00000	0.00000	0.05052	0.05052	0.00000	0.01184	0.01184	—	53.5272	53.5272	0.00066	0.00033	0.16320	53.8055
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.04481	0.03949	0.04117	0.48576	0.00000	0.00000	0.12629	0.12629	0.00000	0.02960	0.02960	—	121.362	121.362	0.00276	0.00504	0.01172	122.945
2028	0.04343	0.03839	0.03668	0.45834	0.00000	0.00000	0.12629	0.12629	0.00000	0.02960	0.02960	—	118.875	118.875	0.00248	0.00504	0.01059	120.451
2029	0.04980	0.04375	0.03896	0.51744	0.00000	0.00000	0.15155	0.15155	0.00000	0.03552	0.03552	—	140.118	140.118	0.00298	0.00605	0.01136	142.007
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.03182	0.02822	0.02582	0.35559	0.00000	0.00000	0.08807	0.08807	0.00000	0.02061	0.02061	—	88.9921	88.9921	0.00158	0.00341	0.13933	90.1861
2028	0.00950	0.00845	0.00702	0.10296	0.00000	0.00000	0.02712	0.02712	0.00000	0.00635	0.00635	—	26.8412	26.8412	0.00049	0.00105	0.03881	27.2047
2029	0.00275	0.00242	0.00180	0.02909	0.00000	0.00000	0.00810	0.00810	0.00000	0.00190	0.00190	—	7.87813	7.87813	0.00013	0.00031	0.01038	7.98510

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.00581	0.00515	0.00471	0.06490	0.00000	0.00000	0.01607	0.01607	0.00000	0.00376	0.00376	—	14.7337	14.7337	0.00026	0.00056	0.02307	14.9313
2028	0.00173	0.00154	0.00128	0.01879	0.00000	0.00000	0.00495	0.00495	0.00000	0.00116	0.00116	—	4.44387	4.44387	0.00008	0.00017	0.00643	4.50406
2029	0.00050	0.00044	0.00033	0.00531	0.00000	0.00000	0.00148	0.00148	0.00000	0.00035	0.00035	—	1.30431	1.30431	0.00002	0.00005	0.00172	1.32202

2.2.4. Total Construction Emissions by Year, Mitigated

Includes both onsite and offsite emissions.

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	4.17431	3.52306	31.2915	33.8078	0.06616	1.25743	7.94408	9.20151	1.15683	4.00508	5.16191	—	7,492.88	7,492.88	0.29527	0.06957	1.17361	7,522.08
2028	1.98881	1.66815	12.2978	17.6082	0.04188	0.41951	0.05052	0.47003	0.38595	0.01184	0.39779	—	4,451.71	4,451.71	0.17907	0.03601	0.16320	4,467.08
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	1.69377	1.41770	12.0499	15.5895	0.02765	0.43192	0.12629	0.55822	0.39737	0.02960	0.42697	—	2,909.93	2,909.93	0.11587	0.02767	0.01172	2,921.08
2028	1.98716	1.66638	12.3015	17.5425	0.04188	0.41951	0.12629	0.51791	0.38595	0.02960	0.39779	—	4,445.73	4,445.73	0.17940	0.03770	0.01059	4,461.45
2029	12.2414	12.2199	8.58166	12.9012	0.02340	0.27564	0.15155	0.39060	0.25359	0.03552	0.25544	—	2,396.83	2,396.83	0.09723	0.01945	0.01136	2,405.06
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	1.17727	0.98814	8.42730	9.82359	0.01801	0.31975	0.88025	1.20000	0.29417	0.29089	0.58506	—	1,968.29	1,968.29	0.07781	0.01865	0.13933	1,975.93
2028	1.17983	0.98876	7.90083	11.3145	0.02402	0.26985	0.02712	0.29696	0.24826	0.00635	0.25460	—	2,526.85	2,526.85	0.10190	0.02133	0.03881	2,535.80

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
2029	0.89954	0.89029	0.43278	0.68400	0.00095	0.01488	0.00810	0.02298	0.01369	0.00190	0.01559	—	107.349	107.349	0.00416	0.00112	0.01038	107.797
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.21485	0.18034	1.53798	1.79281	0.00329	0.05835	0.16065	0.21900	0.05369	0.05309	0.10677	—	325.872	325.872	0.01288	0.00309	0.02307	327.138
2028	0.21532	0.18045	1.44190	2.06489	0.00438	0.04925	0.00495	0.05420	0.04531	0.00116	0.04647	—	418.349	418.349	0.01687	0.00353	0.00643	419.830
2029	0.16417	0.16248	0.07898	0.12483	0.00017	0.00272	0.00148	0.00419	0.00250	0.00035	0.00284	—	17.7728	17.7728	0.00069	0.00019	0.00172	17.8470

2.2.5. Onsite Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	4.06603	3.41660	31.2219	32.3486	0.06616	1.25743	7.66623	8.92366	1.15683	3.93995	5.09679	—	7,164.97	7,164.97	0.29064	0.05813	0.00000	7,189.56
2028	1.96979	1.65103	12.2868	17.3591	0.04188	0.41951	0.00000	0.41951	0.38595	0.00000	0.38595	—	4,398.18	4,398.18	0.17841	0.03568	0.00000	4,413.27
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	1.64896	1.37821	12.0088	15.1037	0.02765	0.43192	0.00000	0.43192	0.39737	0.00000	0.39737	—	2,788.57	2,788.57	0.11312	0.02262	0.00000	2,798.14
2028	1.96979	1.65103	12.2868	17.3591	0.04188	0.41951	0.00000	0.41951	0.38595	0.00000	0.38595	—	4,398.18	4,398.18	0.17841	0.03568	0.00000	4,413.27
2029	12.2414	12.2199	8.58166	12.9012	0.02340	0.27564	0.00000	0.27564	0.25359	0.00000	0.25359	—	2,396.83	2,396.83	0.09723	0.01945	0.00000	2,405.06
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	1.14545	0.95992	8.40149	9.46800	0.01801	0.31975	0.79218	1.11193	0.29417	0.27028	0.56445	—	1,879.30	1,879.30	0.07623	0.01525	0.00000	1,885.74
2028	1.17034	0.98031	7.89381	11.2115	0.02402	0.26985	0.00000	0.26985	0.24826	0.00000	0.24826	—	2,500.01	2,500.01	0.10141	0.02028	0.00000	2,508.59

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
2029	0.89679	0.88787	0.43098	0.65491	0.00095	0.01488	0.00000	0.01488	0.01369	0.00000	0.01369	—	99.4705	99.4705	0.00403	0.00081	0.00000	99.8119
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.20904	0.17519	1.53327	1.72791	0.00329	0.05835	0.14457	0.20293	0.05369	0.04933	0.10301	—	311.139	311.139	0.01262	0.00252	0.00000	312.207
2028	0.21359	0.17891	1.44062	2.04610	0.00438	0.04925	0.00000	0.04925	0.04531	0.00000	0.04531	—	413.905	413.905	0.01679	0.00336	0.00000	415.326
2029	0.16366	0.16204	0.07865	0.11952	0.00017	0.00272	0.00000	0.00272	0.00250	0.00000	0.00250	—	16.4685	16.4685	0.00067	0.00013	0.00000	16.5250

2.2.6. Offsite Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.12797	0.12582	0.08225	1.72448	0.00000	0.00000	0.32836	0.32836	0.00000	0.07697	0.07697	—	355.239	355.239	0.00502	0.01240	1.17361	360.232
2028	0.01903	0.01712	0.01097	0.24913	0.00000	0.00000	0.05052	0.05052	0.00000	0.01184	0.01184	—	53.5272	53.5272	0.00066	0.00033	0.16320	53.8055
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.04481	0.03949	0.04117	0.48576	0.00000	0.00000	0.12629	0.12629	0.00000	0.02960	0.02960	—	121.362	121.362	0.00276	0.00504	0.01172	122.945
2028	0.04343	0.03839	0.03668	0.45834	0.00000	0.00000	0.12629	0.12629	0.00000	0.02960	0.02960	—	118.875	118.875	0.00248	0.00504	0.01059	120.451
2029	0.04980	0.04375	0.03896	0.51744	0.00000	0.00000	0.15155	0.15155	0.00000	0.03552	0.03552	—	140.118	140.118	0.00298	0.00605	0.01136	142.007
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.03182	0.02822	0.02582	0.35559	0.00000	0.00000	0.08807	0.08807	0.00000	0.02061	0.02061	—	88.9921	88.9921	0.00158	0.00341	0.13933	90.1861
2028	0.00950	0.00845	0.00702	0.10296	0.00000	0.00000	0.02712	0.02712	0.00000	0.00635	0.00635	—	26.8412	26.8412	0.00049	0.00105	0.03881	27.2047

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
2029	0.00275	0.00242	0.00180	0.02909	0.00000	0.00000	0.00810	0.00810	0.00000	0.00190	0.00190	—	7.87813	7.87813	0.00013	0.00031	0.01038	7.98510
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2027	0.00581	0.00515	0.00471	0.06490	0.00000	0.00000	0.01607	0.01607	0.00000	0.00376	0.00376	—	14.7337	14.7337	0.00026	0.00056	0.02307	14.9313
2028	0.00173	0.00154	0.00128	0.01879	0.00000	0.00000	0.00495	0.00495	0.00000	0.00116	0.00116	—	4.44387	4.44387	0.00008	0.00017	0.00643	4.50406
2029	0.00050	0.00044	0.00033	0.00531	0.00000	0.00000	0.00148	0.00148	0.00000	0.00035	0.00035	—	1.30431	1.30431	0.00002	0.00005	0.00172	1.32202

2.3. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.13492	0.13492	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.13492	0.13492	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.13492	0.13492	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.02462	0.02462	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

2.4. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Area	0.13492	0.13492	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Energy	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Water	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.13492	0.13492	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Area	0.13492	0.13492	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Water	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.13492	0.13492	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Area	0.13492	0.13492	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Energy	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Water	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.13492	0.13492	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Area	0.02462	0.02462	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Energy	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Water	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.02462	0.02462	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

2.5. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Area	0.13492	0.13492	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Energy	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Water	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Total	0.13492	0.13492	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Area	0.13492	0.13492	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Water	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.13492	0.13492	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Area	0.13492	0.13492	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Energy	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Water	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.13492	0.13492	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Area	0.02462	0.02462	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Energy	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Water	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.02462	0.02462	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3. Construction Emissions Details

3.1. Demolition (2027)

3.1.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.63907	2.21478	19.9005	18.6307	0.03253	0.79594	—	0.79594	0.73226	—	0.73226	—	3,426.90	3,426.90	0.13901	0.02780	—	3,438.66
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Off-Road Equipment	0.14461	0.12136	1.09044	1.02086	0.00178	0.04361	—	0.04361	0.04012	—	0.04012	—	187.775	187.775	0.00762	0.00152	—	188.420
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02639	0.02215	0.19901	0.18631	0.00033	0.00796	—	0.00796	0.00732	—	0.00732	—	31.0883	31.0883	0.00126	0.00025	—	31.1950
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.1.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05906	0.05807	0.03796	0.79591	0.00000	0.00000	0.15155	0.15155	0.00000	0.03552	0.03552	—	163.956	163.956	0.00231	0.00572	0.54166	166.261
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00293	0.00260	0.00238	0.03272	0.00000	0.00000	0.00810	0.00810	0.00000	0.00190	0.00190	—	8.18856	8.18856	0.00014	0.00031	0.01282	8.29843
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00053	0.00047	0.00043	0.00597	0.00000	0.00000	0.00148	0.00148	0.00000	0.00035	0.00035	—	1.35571	1.35571	0.00002	0.00005	0.00212	1.37390
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.1.3. Onsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.63907	2.21478	19.9005	18.6307	0.03253	0.79594	—	0.79594	0.73226	—	0.73226	—	3,426.90	3,426.90	0.13901	0.02780	—	3,438.66
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14461	0.12136	1.09044	1.02086	0.00178	0.04361	—	0.04361	0.04012	—	0.04012	—	187.775	187.775	0.00762	0.00152	—	188.420
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02639	0.02215	0.19901	0.18631	0.00033	0.00796	—	0.00796	0.00732	—	0.00732	—	31.0883	31.0883	0.00126	0.00025	—	31.1950
Demolition	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.1.4. Offsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05906	0.05807	0.03796	0.79591	0.00000	0.00000	0.15155	0.15155	0.00000	0.03552	0.03552	—	163.956	163.956	0.00231	0.00572	0.54166	166.261
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00293	0.00260	0.00238	0.03272	0.00000	0.00000	0.00810	0.00810	0.00000	0.00190	0.00190	—	8.18856	8.18856	0.00014	0.00031	0.01282	8.29843
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00053	0.00047	0.00043	0.00597	0.00000	0.00000	0.00148	0.00148	0.00000	0.00035	0.00035	—	1.35571	1.35571	0.00002	0.00005	0.00212	1.37390
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.2. Site Preparation (2027)

3.2.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.63178	3.05170	27.9724	28.2794	0.04891	1.17173	—	1.17173	1.07799	—	1.07799	—	5,297.82	5,297.82	0.21490	0.04298	—	5,316.00

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Dust From Material Movement	—	—	—	—	—	—	19.6570	19.6570	—	10.1024	10.1024	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09950	0.08361	0.76637	0.77478	0.00134	0.03210	—	0.03210	0.02953	—	0.02953	—	145.146	145.146	0.00589	0.00118	—	145.644
Dust From Material Movement	—	—	—	—	—	—	0.53855	0.53855	—	0.27678	0.27678	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01816	0.01526	0.13986	0.14140	0.00024	0.00586	—	0.00586	0.00539	—	0.00539	—	24.0305	24.0305	0.00097	0.00019	—	24.1130
Dust From Material Movement	—	—	—	—	—	—	0.09829	0.09829	—	0.05051	0.05051	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.2.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06891	0.06775	0.04429	0.92857	0.00000	0.00000	0.17681	0.17681	0.00000	0.04144	0.04144	—	191.282	191.282	0.00270	0.00667	0.63194	193.971
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00171	0.00151	0.00139	0.01909	0.00000	0.00000	0.00473	0.00473	0.00000	0.00111	0.00111	—	4.77666	4.77666	0.00008	0.00018	0.00748	4.84075
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00031	0.00028	0.00025	0.00348	0.00000	0.00000	0.00086	0.00086	0.00000	0.00020	0.00020	—	0.79083	0.79083	0.00001	0.00003	0.00124	0.80144
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.2.3. Onsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.63178	3.05170	27.9724	28.2794	0.04891	1.17173	—	1.17173	1.07799	—	1.07799	—	5,297.82	5,297.82	0.21490	0.04298	—	5,316.00
Dust From Material Movement	—	—	—	—	—	—	7.66623	7.66623	—	3.93995	3.93995	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09950	0.08361	0.76637	0.77478	0.00134	0.03210	—	0.03210	0.02953	—	0.02953	—	145.146	145.146	0.00589	0.00118	—	145.644
Dust From Material Movement	—	—	—	—	—	—	0.21003	0.21003	—	0.10794	0.10794	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Off-Road Equipment	0.01816	0.01526	0.13986	0.14140	0.00024	0.00586	—	0.00586	0.00539	—	0.00539	—	24.0305	24.0305	0.00097	0.00019	—	24.1130
Dust From Material Movement	—	—	—	—	—	—	0.03833	0.03833	—	0.01970	0.01970	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.2.4. Offsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06891	0.06775	0.04429	0.92857	0.00000	0.00000	0.17681	0.17681	0.00000	0.04144	0.04144	—	191.282	191.282	0.00270	0.00667	0.63194	193.971
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00171	0.00151	0.00139	0.01909	0.00000	0.00000	0.00473	0.00473	0.00000	0.00111	0.00111	—	4.77666	4.77666	0.00008	0.00018	0.00748	4.84075
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00031	0.00028	0.00025	0.00348	0.00000	0.00000	0.00086	0.00086	0.00000	0.00020	0.00020	—	0.79083	0.79083	0.00001	0.00003	0.00124	0.80144
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3. Grading (2027)

3.3.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.50534	2.94546	25.5801	27.2816	0.06093	1.04307	—	1.04307	0.95962	—	0.95962	—	6,598.08	6,598.08	0.26765	0.05353	—	6,620.72
Dust From Material Movement	—	—	—	—	—	—	15.5666	15.5666	—	4.34081	4.34081	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Off-Road Equipment	0.33613	0.28244	2.45289	2.61605	0.00584	0.10002	—	0.10002	0.09202	—	0.09202	—	632.692	632.692	0.02566	0.00513	—	634.864
Dust From Material Movement	—	—	—	—	—	—	1.49269	1.49269	—	0.41624	0.41624	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06134	0.05155	0.44765	0.47743	0.00107	0.01825	—	0.01825	0.01679	—	0.01679	—	104.749	104.749	0.00425	0.00085	—	105.109
Dust From Material Movement	—	—	—	—	—	—	0.27242	0.27242	—	0.07596	0.07596	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07875	0.07743	0.05062	1.06122	0.00000	0.00000	0.20207	0.20207	0.00000	0.04736	0.04736	—	218.608	218.608	0.00309	0.00763	0.72222	221.681
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00683	0.00606	0.00554	0.07635	0.00000	0.00000	0.01891	0.01891	0.00000	0.00442	0.00442	—	19.1067	19.1067	0.00034	0.00073	0.02991	19.3630
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00125	0.00111	0.00101	0.01393	0.00000	0.00000	0.00345	0.00345	0.00000	0.00081	0.00081	—	3.16332	3.16332	0.00006	0.00012	0.00495	3.20576
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3.3. Onsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.50534	2.94546	25.5801	27.2816	0.06093	1.04307	—	1.04307	0.95962	—	0.95962	—	6,598.08	6,598.08	0.26765	0.05353	—	6,620.72

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Dust From Material Movement	—	—	—	—	—	—	6.07097	6.07097	—	1.69292	1.69292	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.33613	0.28244	2.45289	2.61605	0.00584	0.10002	—	0.10002	0.09202	—	0.09202	—	632.692	632.692	0.02566	0.00513	—	634.864
Dust From Material Movement	—	—	—	—	—	—	0.58215	0.58215	—	0.16233	0.16233	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06134	0.05155	0.44765	0.47743	0.00107	0.01825	—	0.01825	0.01679	—	0.01679	—	104.749	104.749	0.00425	0.00085	—	105.109
Dust From Material Movement	—	—	—	—	—	—	0.10624	0.10624	—	0.02963	0.02963	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3.4. Offsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07875	0.07743	0.05062	1.06122	0.00000	0.00000	0.20207	0.20207	0.00000	0.04736	0.04736	—	218.608	218.608	0.00309	0.00763	0.72222	221.681
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00683	0.00606	0.00554	0.07635	0.00000	0.00000	0.01891	0.01891	0.00000	0.00442	0.00442	—	19.1067	19.1067	0.00034	0.00073	0.02991	19.3630
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00125	0.00111	0.00101	0.01393	0.00000	0.00000	0.00345	0.00345	0.00000	0.00081	0.00081	—	3.16332	3.16332	0.00006	0.00012	0.00495	3.20576
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4. Building Construction (2027)

3.4.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23076	1.02988	9.39093	12.9379	0.02340	0.33657	—	0.33657	0.30965	—	0.30965	—	2,397.08	2,397.08	0.09724	0.01945	—	2,405.30
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23076	1.02988	9.39093	12.9379	0.02340	0.33657	—	0.33657	0.30965	—	0.30965	—	2,397.08	2,397.08	0.09724	0.01945	—	2,405.30
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.36369	0.30433	2.77501	3.82315	0.00691	0.09946	—	0.09946	0.09150	—	0.09150	—	708.334	708.334	0.02873	0.00575	—	710.765
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Off-Road Equipment	0.06637	0.05554	0.50644	0.69773	0.00126	0.01815	—	0.01815	0.01670	—	0.01670	—	117.273	117.273	0.00476	0.00095	—	117.675
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4.3. Onsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23076	1.02988	9.39093	12.9379	0.02340	0.33657	—	0.33657	0.30965	—	0.30965	—	2,397.08	2,397.08	0.09724	0.01945	—	2,405.30
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.23076	1.02988	9.39093	12.9379	0.02340	0.33657	—	0.33657	0.30965	—	0.30965	—	2,397.08	2,397.08	0.09724	0.01945	—	2,405.30
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Off-Road Equipment	0.36369	0.30433	2.77501	3.82315	0.00691	0.09946	—	0.09946	0.09150	—	0.09150	—	708.334	708.334	0.02873	0.00575	—	710.765
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06637	0.05554	0.50644	0.69773	0.00126	0.01815	—	0.01815	0.01670	—	0.01670	—	117.273	117.273	0.00476	0.00095	—	117.675
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4.4. Offsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5. Building Construction (2028)

3.5.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18481	0.99143	8.92495	12.9352	0.02340	0.30024	—	0.30024	0.27622	—	0.27622	—	2,397.46	2,397.46	0.09725	0.01945	—	2,405.68
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Off-Road Equipment	1.18481	0.99143	8.92495	12.9352	0.02340	0.30024	—	0.30024	0.27622	—	0.27622	—	2,397.46	2,397.46	0.09725	0.01945	—	2,405.68
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.84861	0.71011	6.39243	9.26478	0.01676	0.21504	—	0.21504	0.19784	—	0.19784	—	1,717.16	1,717.16	0.06966	0.01393	—	1,723.05
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15487	0.12959	1.16662	1.69082	0.00306	0.03925	—	0.03925	0.03611	—	0.03611	—	284.296	284.296	0.01153	0.00231	—	285.271
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5.3. Onsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18481	0.99143	8.92495	12.9352	0.02340	0.30024	—	0.30024	0.27622	—	0.27622	—	2,397.46	2,397.46	0.09725	0.01945	—	2,405.68

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.18481	0.99143	8.92495	12.9352	0.02340	0.30024	—	0.30024	0.27622	—	0.27622	—	2,397.46	2,397.46	0.09725	0.01945	—	2,405.68
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.84861	0.71011	6.39243	9.26478	0.01676	0.21504	—	0.21504	0.19784	—	0.19784	—	1,717.16	1,717.16	0.06966	0.01393	—	1,723.05
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15487	0.12959	1.16662	1.69082	0.00306	0.03925	—	0.03925	0.03611	—	0.03611	—	284.296	284.296	0.01153	0.00231	—	285.271
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5.4. Offsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6. Building Construction (2029)

3.6.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.15336	0.96514	8.58166	12.9012	0.02340	0.27564	—	0.27564	0.25359	—	0.25359	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00451	0.00378	0.03359	0.05049	0.00009	0.00108	—	0.00108	0.00099	—	0.00099	—	9.38095	9.38095	0.00038	0.00008	—	9.41314
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00082	0.00069	0.00613	0.00922	0.00002	0.00020	—	0.00020	0.00018	—	0.00018	—	1.55312	1.55312	0.00006	0.00001	—	1.55845
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6.3. Onsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.15336	0.96514	8.58166	12.9012	0.02340	0.27564	—	0.27564	0.25359	—	0.25359	—	2,396.83	2,396.83	0.09723	0.01945	—	2,405.06
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00451	0.00378	0.03359	0.05049	0.00009	0.00108	—	0.00108	0.00099	—	0.00099	—	9.38095	9.38095	0.00038	0.00008	—	9.41314
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00082	0.00069	0.00613	0.00922	0.00002	0.00020	—	0.00020	0.00018	—	0.00018	—	1.55312	1.55312	0.00006	0.00001	—	1.55845
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6.4. Offsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.7. Paving (2029)

3.7.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80047	0.67262	6.45817	9.91841	0.01395	0.23904	—	0.23904	0.21992	—	0.21992	—	1,510.63	1,510.63	0.06128	0.01226	—	1,515.81
Paving	3.24225	3.24225	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04386	0.03686	0.35387	0.54347	0.00076	0.01310	—	0.01310	0.01205	—	0.01205	—	82.7740	82.7740	0.00336	0.00067	—	83.0580
Paving	0.17766	0.17766	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00800	0.00673	0.06458	0.09918	0.00014	0.00239	—	0.00239	0.00220	—	0.00220	—	13.7042	13.7042	0.00056	0.00011	—	13.7512
Paving	0.03242	0.03242	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.7.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04980	0.04375	0.03896	0.51744	0.00000	0.00000	0.15155	0.15155	0.00000	0.03552	0.03552	—	140.118	140.118	0.00298	0.00605	0.01136	142.007
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00275	0.00242	0.00180	0.02909	0.00000	0.00000	0.00810	0.00810	0.00000	0.00190	0.00190	—	7.87813	7.87813	0.00013	0.00031	0.01038	7.98510
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00050	0.00044	0.00033	0.00531	0.00000	0.00000	0.00148	0.00148	0.00000	0.00035	0.00035	—	1.30431	1.30431	0.00002	0.00005	0.00172	1.32202
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.7.3. Onsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.80047	0.67262	6.45817	9.91841	0.01395	0.23904	—	0.23904	0.21992	—	0.21992	—	1,510.63	1,510.63	0.06128	0.01226	—	1,515.81
Paving	3.24225	3.24225	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04386	0.03686	0.35387	0.54347	0.00076	0.01310	—	0.01310	0.01205	—	0.01205	—	82.7740	82.7740	0.00336	0.00067	—	83.0580
Paving	0.17766	0.17766	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00800	0.00673	0.06458	0.09918	0.00014	0.00239	—	0.00239	0.00220	—	0.00220	—	13.7042	13.7042	0.00056	0.00011	—	13.7512
Paving	0.03242	0.03242	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.7.4. Offsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04980	0.04375	0.03896	0.51744	0.00000	0.00000	0.15155	0.15155	0.00000	0.03552	0.03552	—	140.118	140.118	0.00298	0.00605	0.01136	142.007
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00275	0.00242	0.00180	0.02909	0.00000	0.00000	0.00810	0.00810	0.00000	0.00190	0.00190	—	7.87813	7.87813	0.00013	0.00031	0.01038	7.98510
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00050	0.00044	0.00033	0.00531	0.00000	0.00000	0.00148	0.00148	0.00000	0.00035	0.00035	—	1.30431	1.30431	0.00002	0.00005	0.00172	1.32202
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.8. Architectural Coating (2029)

3.8.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12385	0.10236	0.79416	1.11216	0.00173	0.01284	—	0.01284	0.01181	—	0.01181	—	133.510	133.510	0.00542	0.00108	—	133.968
Architectural Coatings	12.1175	12.1175	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00679	0.00561	0.04352	0.06094	0.00009	0.00070	—	0.00070	0.00065	—	0.00065	—	7.31560	7.31560	0.00030	0.00006	—	7.34070
Architectural Coatings	0.66397	0.66397	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00124	0.00102	0.00794	0.01112	0.00002	0.00013	—	0.00013	0.00012	—	0.00012	—	1.21118	1.21118	0.00005	0.00001	—	1.21534
Architectural Coatings	0.12118	0.12118	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.8.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.8.3. Onsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12385	0.10236	0.79416	1.11216	0.00173	0.01284	—	0.01284	0.01181	—	0.01181	—	133.510	133.510	0.00542	0.00108	—	133.968
Architectural Coatings	12.1175	12.1175	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00679	0.00561	0.04352	0.06094	0.00009	0.00070	—	0.00070	0.00065	—	0.00065	—	7.31560	7.31560	0.00030	0.00006	—	7.34070
Architectural Coatings	0.66397	0.66397	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00124	0.00102	0.00794	0.01112	0.00002	0.00013	—	0.00013	0.00012	—	0.00012	—	1.21118	1.21118	0.00005	0.00001	—	1.21534

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Architectural Coatings	0.12118	0.12118	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.8.4. Offsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.9. Linear, Grubbing & Land Clearing (2027)

3.9.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.43426	0.36490	3.24946	4.06923	0.00523	0.08569	—	0.08569	0.07884	—	0.07884	—	566.892	566.892	0.02300	0.00460	—	568.837
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04521	0.03799	0.33830	0.42365	0.00054	0.00892	—	0.00892	0.00821	—	0.00821	—	59.0189	59.0189	0.00239	0.00048	—	59.2214

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00825	0.00693	0.06174	0.07732	0.00010	0.00163	—	0.00163	0.00150	—	0.00150	—	9.77125	9.77125	0.00040	0.00008	—	9.80478
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.9.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03937	0.03871	0.02531	0.53061	0.00000	0.00000	0.10103	0.10103	0.00000	0.02368	0.02368	—	109.304	109.304	0.00154	0.00381	0.36111	110.840
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00371	0.00329	0.00301	0.04144	0.00000	0.00000	0.01026	0.01026	0.00000	0.00240	0.00240	—	10.3722	10.3722	0.00018	0.00040	0.01624	10.5113
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00068	0.00060	0.00055	0.00756	0.00000	0.00000	0.00187	0.00187	0.00000	0.00044	0.00044	—	1.71723	1.71723	0.00003	0.00007	0.00269	1.74027
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.9.3. Onsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.43426	0.36490	3.24946	4.06923	0.00523	0.08569	—	0.08569	0.07884	—	0.07884	—	566.892	566.892	0.02300	0.00460	—	568.837
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04521	0.03799	0.33830	0.42365	0.00054	0.00892	—	0.00892	0.00821	—	0.00821	—	59.0189	59.0189	0.00239	0.00048	—	59.2214
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00825	0.00693	0.06174	0.07732	0.00010	0.00163	—	0.00163	0.00150	—	0.00150	—	9.77125	9.77125	0.00040	0.00008	—	9.80478
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.9.4. Offsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03937	0.03871	0.02531	0.53061	0.00000	0.00000	0.10103	0.10103	0.00000	0.02368	0.02368	—	109.304	109.304	0.00154	0.00381	0.36111	110.840
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00371	0.00329	0.00301	0.04144	0.00000	0.00000	0.01026	0.01026	0.00000	0.00240	0.00240	—	10.3722	10.3722	0.00018	0.00040	0.01624	10.5113
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00068	0.00060	0.00055	0.00756	0.00000	0.00000	0.00187	0.00187	0.00000	0.00044	0.00044	—	1.71723	1.71723	0.00003	0.00007	0.00269	1.74027
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.10. Linear, Grading & Excavation (2027)

3.10.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41820	0.34833	2.61782	2.16577	0.00425	0.09535	—	0.09535	0.08772	—	0.08772	—	391.488	391.488	0.01588	0.00318	—	392.831
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41820	0.34833	2.61782	2.16577	0.00425	0.09535	—	0.09535	0.08772	—	0.08772	—	391.488	391.488	0.01588	0.00318	—	392.831
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15631	0.13020	0.97848	0.80952	0.00159	0.03564	—	0.03564	0.03279	—	0.03279	—	146.329	146.329	0.00594	0.00119	—	146.831

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02853	0.02376	0.17857	0.14774	0.00029	0.00650	—	0.00650	0.00598	—	0.00598	—	24.2264	24.2264	0.00098	0.00020	—	24.3096
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.10.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04922	0.04839	0.03164	0.66326	0.00000	0.00000	0.12629	0.12629	0.00000	0.02960	0.02960	—	136.630	136.630	0.00193	0.00477	0.45139	138.551
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04481	0.03949	0.04117	0.48576	0.00000	0.00000	0.12629	0.12629	0.00000	0.02960	0.02960	—	121.362	121.362	0.00276	0.00504	0.01172	122.945
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01665	0.01476	0.01350	0.18600	0.00000	0.00000	0.04607	0.04607	0.00000	0.01078	0.01078	—	46.5481	46.5481	0.00082	0.00178	0.07288	47.1726
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00304	0.00269	0.00246	0.03394	0.00000	0.00000	0.00841	0.00841	0.00000	0.00197	0.00197	—	7.70657	7.70657	0.00014	0.00030	0.01207	7.80996
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.10.3. Onsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41820	0.34833	2.61782	2.16577	0.00425	0.09535	—	0.09535	0.08772	—	0.08772	—	391.488	391.488	0.01588	0.00318	—	392.831

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.41820	0.34833	2.61782	2.16577	0.00425	0.09535	—	0.09535	0.08772	—	0.08772	—	391.488	391.488	0.01588	0.00318	—	392.831
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15631	0.13020	0.97848	0.80952	0.00159	0.03564	—	0.03564	0.03279	—	0.03279	—	146.329	146.329	0.00594	0.00119	—	146.831
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02853	0.02376	0.17857	0.14774	0.00029	0.00650	—	0.00650	0.00598	—	0.00598	—	24.2264	24.2264	0.00098	0.00020	—	24.3096
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.10.4. Offsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04922	0.04839	0.03164	0.66326	0.00000	0.00000	0.12629	0.12629	0.00000	0.02960	0.02960	—	136.630	136.630	0.00193	0.00477	0.45139	138.551
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04481	0.03949	0.04117	0.48576	0.00000	0.00000	0.12629	0.12629	0.00000	0.02960	0.02960	—	121.362	121.362	0.00276	0.00504	0.01172	122.945
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01665	0.01476	0.01350	0.18600	0.00000	0.00000	0.04607	0.04607	0.00000	0.01078	0.01078	—	46.5481	46.5481	0.00082	0.00178	0.07288	47.1726
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00304	0.00269	0.00246	0.03394	0.00000	0.00000	0.00841	0.00841	0.00000	0.00197	0.00197	—	7.70657	7.70657	0.00014	0.00030	0.01207	7.80996
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.11. Linear, Grading & Excavation (2028)

3.11.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.40963	0.34113	2.60219	2.16777	0.00425	0.09137	—	0.09137	0.08406	—	0.08406	—	391.670	391.670	0.01589	0.00318	—	393.014

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01764	0.01469	0.11203	0.09333	0.00018	0.00393	—	0.00393	0.00362	—	0.00362	—	16.8625	16.8625	0.00068	0.00014	—	16.9204
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00322	0.00268	0.02045	0.01703	0.00003	0.00072	—	0.00072	0.00066	—	0.00066	—	2.79178	2.79178	0.00011	0.00002	—	2.80136
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.11.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04343	0.03839	0.03668	0.45834	0.00000	0.00000	0.12629	0.12629	0.00000	0.02960	0.02960	—	118.875	118.875	0.00248	0.00504	0.01059	120.451
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00186	0.00165	0.00137	0.02014	0.00000	0.00000	0.00531	0.00531	0.00000	0.00124	0.00124	—	5.25175	5.25175	0.00009	0.00021	0.00759	5.32288
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00034	0.00030	0.00025	0.00368	0.00000	0.00000	0.00097	0.00097	0.00000	0.00023	0.00023	—	0.86949	0.86949	0.00002	0.00003	0.00126	0.88126
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.11.3. Onsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.40963	0.34113	2.60219	2.16777	0.00425	0.09137	—	0.09137	0.08406	—	0.08406	—	391.670	391.670	0.01589	0.00318	—	393.014
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01764	0.01469	0.11203	0.09333	0.00018	0.00393	—	0.00393	0.00362	—	0.00362	—	16.8625	16.8625	0.00068	0.00014	—	16.9204
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00322	0.00268	0.02045	0.01703	0.00003	0.00072	—	0.00072	0.00066	—	0.00066	—	2.79178	2.79178	0.00011	0.00002	—	2.80136

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.11.4. Offsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04343	0.03839	0.03668	0.45834	0.00000	0.00000	0.12629	0.12629	0.00000	0.02960	0.02960	—	118.875	118.875	0.00248	0.00504	0.01059	120.451
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00186	0.00165	0.00137	0.02014	0.00000	0.00000	0.00531	0.00531	0.00000	0.00124	0.00124	—	5.25175	5.25175	0.00009	0.00021	0.00759	5.32288
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00034	0.00030	0.00025	0.00368	0.00000	0.00000	0.00097	0.00097	0.00000	0.00023	0.00023	—	0.86949	0.86949	0.00002	0.00003	0.00126	0.88126

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.12. Linear, Drainage, Utilities, & Sub-Grade (2028)

3.12.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.78497	0.65960	3.36190	4.42387	0.01848	0.11927	—	0.11927	0.10973	—	0.10973	—	2,000.72	2,000.72	0.08116	0.01623	—	2,007.59
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.78497	0.65960	3.36190	4.42387	0.01848	0.11927	—	0.11927	0.10973	—	0.10973	—	2,000.72	2,000.72	0.08116	0.01623	—	2,007.59

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.28603	0.24035	1.22502	1.61198	0.00673	0.04346	—	0.04346	0.03998	—	0.03998	—	729.030	729.030	0.02957	0.00591	—	731.532
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05220	0.04386	0.22357	0.29419	0.00123	0.00793	—	0.00793	0.00730	—	0.00730	—	120.699	120.699	0.00490	0.00098	—	121.113
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.12.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01903	0.01712	0.01097	0.24913	0.00000	0.00000	0.05052	0.05052	0.00000	0.01184	0.01184	—	53.5272	53.5272	0.00066	0.00033	0.16320	53.8055
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01737	0.01536	0.01467	0.18334	0.00000	0.00000	0.05052	0.05052	0.00000	0.01184	0.01184	—	47.5502	47.5502	0.00099	0.00202	0.00424	48.1803
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00629	0.00560	0.00465	0.06820	0.00000	0.00000	0.01796	0.01796	0.00000	0.00420	0.00420	—	17.7795	17.7795	0.00032	0.00069	0.02571	18.0204
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00115	0.00102	0.00085	0.01245	0.00000	0.00000	0.00328	0.00328	0.00000	0.00077	0.00077	—	2.94361	2.94361	0.00005	0.00012	0.00426	2.98348
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.12.3. Onsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.78497	0.65960	3.36190	4.42387	0.01848	0.11927	—	0.11927	0.10973	—	0.10973	—	2,000.72	2,000.72	0.08116	0.01623	—	2,007.59
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.78497	0.65960	3.36190	4.42387	0.01848	0.11927	—	0.11927	0.10973	—	0.10973	—	2,000.72	2,000.72	0.08116	0.01623	—	2,007.59
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.28603	0.24035	1.22502	1.61198	0.00673	0.04346	—	0.04346	0.03998	—	0.03998	—	729.030	729.030	0.02957	0.00591	—	731.532

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05220	0.04386	0.22357	0.29419	0.00123	0.00793	—	0.00793	0.00730	—	0.00730	—	120.699	120.699	0.00490	0.00098	—	121.113
Dust From Material Movement	—	—	—	—	—	—	0.00000	0.00000	—	0.00000	0.00000	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.12.4. Offsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01903	0.01712	0.01097	0.24913	0.00000	0.00000	0.05052	0.05052	0.00000	0.01184	0.01184	—	53.5272	53.5272	0.00066	0.00033	0.16320	53.8055
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01737	0.01536	0.01467	0.18334	0.00000	0.00000	0.05052	0.05052	0.00000	0.01184	0.01184	—	47.5502	47.5502	0.00099	0.00202	0.00424	48.1803
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00629	0.00560	0.00465	0.06820	0.00000	0.00000	0.01796	0.01796	0.00000	0.00420	0.00420	—	17.7795	17.7795	0.00032	0.00069	0.02571	18.0204
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00115	0.00102	0.00085	0.01245	0.00000	0.00000	0.00328	0.00328	0.00000	0.00077	0.00077	—	2.94361	2.94361	0.00005	0.00012	0.00426	2.98348
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.13. Linear, Paving (2028)

3.13.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Off-Road Equipment	0.11561	0.09715	1.05224	1.54587	0.00219	0.04744	—	0.04744	0.04365	—	0.04365	—	236.657	236.657	0.00960	0.00192	—	237.470
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11561	0.09715	1.05224	1.54587	0.00219	0.04744	—	0.04744	0.04365	—	0.04365	—	236.657	236.657	0.00960	0.00192	—	237.470
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01805	0.01517	0.16432	0.24141	0.00034	0.00741	—	0.00741	0.00682	—	0.00682	—	36.9575	36.9575	0.00150	0.00030	—	37.0843
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00329	0.00277	0.02999	0.04406	0.00006	0.00135	—	0.00135	0.00124	—	0.00124	—	6.11873	6.11873	0.00025	0.00005	—	6.13973
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.13.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00951	0.00856	0.00548	0.12457	0.00000	0.00000	0.02526	0.02526	0.00000	0.00592	0.00592	—	26.7636	26.7636	0.00033	0.00017	0.08160	26.9027
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00869	0.00768	0.00734	0.09167	0.00000	0.00000	0.02526	0.02526	0.00000	0.00592	0.00592	—	23.7751	23.7751	0.00050	0.00101	0.00212	24.0902
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00135	0.00120	0.00100	0.01461	0.00000	0.00000	0.00385	0.00385	0.00000	0.00090	0.00090	—	3.80990	3.80990	0.00007	0.00015	0.00551	3.86151
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00025	0.00022	0.00018	0.00267	0.00000	0.00000	0.00070	0.00070	0.00000	0.00016	0.00016	—	0.63077	0.63077	0.00001	0.00002	0.00091	0.63932
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.13.3. Onsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11561	0.09715	1.05224	1.54587	0.00219	0.04744	—	0.04744	0.04365	—	0.04365	—	236.657	236.657	0.00960	0.00192	—	237.470
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11561	0.09715	1.05224	1.54587	0.00219	0.04744	—	0.04744	0.04365	—	0.04365	—	236.657	236.657	0.00960	0.00192	—	237.470
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01805	0.01517	0.16432	0.24141	0.00034	0.00741	—	0.00741	0.00682	—	0.00682	—	36.9575	36.9575	0.00150	0.00030	—	37.0843
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00329	0.00277	0.02999	0.04406	0.00006	0.00135	—	0.00135	0.00124	—	0.00124	—	6.11873	6.11873	0.00025	0.00005	—	6.13973
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.13.4. Offsite - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00951	0.00856	0.00548	0.12457	0.00000	0.00000	0.02526	0.02526	0.00000	0.00592	0.00592	—	26.7636	26.7636	0.00033	0.00017	0.08160	26.9027
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00869	0.00768	0.00734	0.09167	0.00000	0.00000	0.02526	0.02526	0.00000	0.00592	0.00592	—	23.7751	23.7751	0.00050	0.00101	0.00212	24.0902
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00135	0.00120	0.00100	0.01461	0.00000	0.00000	0.00385	0.00385	0.00000	0.00090	0.00090	—	3.80990	3.80990	0.00007	0.00015	0.00551	3.86151
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00025	0.00022	0.00018	0.00267	0.00000	0.00000	0.00070	0.00070	0.00000	0.00016	0.00016	—	0.63077	0.63077	0.00001	0.00002	0.00091	0.63932
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Asphalt Surfaces	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Asphalt Surfaces	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Asphalt Surfaces	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Asphalt Surfaces	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Asphalt Surfaces	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Asphalt Surfaces	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	—	0.00000

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Asphalt Surfaces	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Asphalt Surfaces	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Asphalt Surfaces	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Asphalt Surfaces	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Other Asphalt Surfaces	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Asphalt Surfaces	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.06852	0.06852	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.06640	0.06640	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Total	0.13492	0.13492	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.06852	0.06852	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.06640	0.06640	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.13492	0.13492	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.01250	0.01250	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01212	0.01212	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.02462	0.02462	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Consumer Products	0.06852	0.06852	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.06640	0.06640	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	0.13492	0.13492	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.06852	0.06852	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.06640	0.06640	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.13492	0.13492	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.01250	0.01250	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01212	0.01212	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Total	0.02462	0.02462	0.00000	0.00000	0.00000	0.00000	—	0.00000	0.00000	—	0.00000	—	0.00000	0.00000	0.00000	0.00000	—	0.00000

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000
Total	—	—	—	—	—	—	—	—	—	—	—	0.00000	0.00000	0.00000	0.00000	0.00000	—	0.00000

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	5/1/2027	5/29/2027	5.00000	20.0000	—
Site Preparation	Site Preparation	5/30/2027	6/13/2027	5.00000	10.00000	—
Grading	Grading	6/14/2027	8/2/2027	5.00000	35.0000	—
Building Construction	Building Construction	8/3/2027	1/2/2029	5.00000	370.000	—
Paving	Paving	1/3/2029	1/31/2029	5.00000	20.0000	—
Architectural Coating	Architectural Coating	2/1/2029	3/1/2029	5.00000	20.0000	—
Linear, Grubbing & Land Clearing	Linear, Grubbing & Land Clearing	5/1/2027	6/23/2027	5.00000	38.0000	—
Linear, Grading & Excavation	Linear, Grading & Excavation	6/24/2027	1/22/2028	5.00000	152.000	—
Linear, Drainage, Utilities, & Sub-Grade	Linear, Drainage, Utilities, & Sub-Grade	1/23/2028	7/27/2028	5.00000	133.000	—
Linear, Paving	Linear, Paving	7/28/2028	10/15/2028	5.00000	57.0000	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.000000	8.00000	33.0000	0.73000
Demolition	Excavators	Diesel	Average	3.00000	8.00000	36.0000	0.38000

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	Diesel	Average	2.00000	8.00000	367.000	0.40000
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00000	8.00000	367.000	0.40000
Site Preparation	Tractors/Loaders/ Backhoes	Diesel	Average	4.00000	8.00000	84.0000	0.37000
Grading	Excavators	Diesel	Average	2.00000	8.00000	36.0000	0.38000
Grading	Graders	Diesel	Average	1.000000	8.00000	148.000	0.41000
Grading	Rubber Tired Dozers	Diesel	Average	1.000000	8.00000	367.000	0.40000
Grading	Scrapers	Diesel	Average	2.00000	8.00000	423.000	0.48000
Grading	Tractors/Loaders/ Backhoes	Diesel	Average	2.00000	8.00000	84.0000	0.37000
Building Construction	Cranes	Diesel	Average	1.000000	7.00000	367.000	0.29000
Building Construction	Forklifts	Diesel	Average	3.00000	8.00000	82.0000	0.20000
Building Construction	Generator Sets	Diesel	Average	1.000000	8.00000	14.0000	0.74000
Building Construction	Tractors/Loaders/ Backhoes	Diesel	Average	3.00000	7.00000	84.0000	0.37000
Building Construction	Welders	Diesel	Average	1.000000	8.00000	46.0000	0.45000
Paving	Pavers	Diesel	Average	2.00000	8.00000	81.0000	0.42000
Paving	Paving Equipment	Diesel	Average	2.00000	8.00000	89.0000	0.36000
Paving	Rollers	Diesel	Average	2.00000	8.00000	36.0000	0.38000
Architectural Coating	Air Compressors	Diesel	Average	1.000000	6.00000	37.0000	0.48000
Linear, Grubbing & Land Clearing	Excavators	Diesel	Average	4.00000	8.00000	36.0000	0.38000
Linear, Grading & Excavation	Trenchers	Diesel	Average	1.000000	8.00000	40.0000	0.50000

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Linear, Grading & Excavation	Dumpers/Tenders	Diesel	Average	4.00000	6.00000	16.0000	0.38000
Linear, Drainage, Utilities, & Sub-Grade	Off-Highway Trucks	Diesel	Average	2.00000	6.00000	376.000	0.38000
Linear, Paving	Pavers	Diesel	Average	1.000000	6.00000	81.0000	0.42000

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.000000	8.00000	33.0000	0.73000
Demolition	Excavators	Diesel	Average	3.00000	8.00000	36.0000	0.38000
Demolition	Rubber Tired Dozers	Diesel	Average	2.00000	8.00000	367.000	0.40000
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00000	8.00000	367.000	0.40000
Site Preparation	Tractors/Loaders/ Backhoes	Diesel	Average	4.00000	8.00000	84.0000	0.37000
Grading	Excavators	Diesel	Average	2.00000	8.00000	36.0000	0.38000
Grading	Graders	Diesel	Average	1.000000	8.00000	148.000	0.41000
Grading	Rubber Tired Dozers	Diesel	Average	1.000000	8.00000	367.000	0.40000
Grading	Scrapers	Diesel	Average	2.00000	8.00000	423.000	0.48000
Grading	Tractors/Loaders/ Backhoes	Diesel	Average	2.00000	8.00000	84.0000	0.37000
Building Construction	Cranes	Diesel	Average	1.000000	7.00000	367.000	0.29000
Building Construction	Forklifts	Diesel	Average	3.00000	8.00000	82.0000	0.20000
Building Construction	Generator Sets	Diesel	Average	1.000000	8.00000	14.0000	0.74000

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Building Construction	Tractors/Loaders/ Backhoes	Diesel	Average	3.00000	7.00000	84.0000	0.37000
Building Construction	Welders	Diesel	Average	1.000000	8.00000	46.0000	0.45000
Paving	Pavers	Diesel	Average	2.00000	8.00000	81.0000	0.42000
Paving	Paving Equipment	Diesel	Average	2.00000	8.00000	89.0000	0.36000
Paving	Rollers	Diesel	Average	2.00000	8.00000	36.0000	0.38000
Architectural Coating	Air Compressors	Diesel	Average	1.000000	6.00000	37.0000	0.48000
Linear, Grubbing & Land Clearing	Excavators	Diesel	Average	4.00000	8.00000	36.0000	0.38000
Linear, Grading & Excavation	Trenchers	Diesel	Average	1.000000	8.00000	40.0000	0.50000
Linear, Grading & Excavation	Dumpers/Tenders	Diesel	Average	4.00000	6.00000	16.0000	0.38000
Linear, Drainage, Utilities, & Sub-Grade	Off-Highway Trucks	Diesel	Average	2.00000	6.00000	376.000	0.38000
Linear, Paving	Pavers	Diesel	Average	1.000000	6.00000	81.0000	0.42000

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Worker	15.0000	14.3000	LDA,LDT1,LDT2
Demolition	Vendor	—	8.80000	HHDT,MHDT
Demolition	Hauling	0.00000	20.0000	HHDT

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Onsite truck	—	—	HHDT
Site Preparation	Worker	17.5000	14.3000	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.80000	HHDT,MHDT
Site Preparation	Hauling	0.00000	20.0000	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	Worker	20.0000	14.3000	LDA,LDT1,LDT2
Grading	Vendor	—	8.80000	HHDT,MHDT
Grading	Hauling	0.00000	20.0000	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	Worker	0.00000	14.3000	LDA,LDT1,LDT2
Building Construction	Vendor	0.00000	8.80000	HHDT,MHDT
Building Construction	Hauling	0.00000	20.0000	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	Worker	15.0000	14.3000	LDA,LDT1,LDT2
Paving	Vendor	—	8.80000	HHDT,MHDT
Paving	Hauling	0.00000	20.0000	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	0.00000	14.3000	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.80000	HHDT,MHDT
Architectural Coating	Hauling	0.00000	20.0000	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Linear, Grubbing & Land Clearing	Worker	10.00000	14.3000	LDA,LDT1,LDT2
Linear, Grubbing & Land Clearing	Vendor	0.00000	8.80000	HHDT,MHDT
Linear, Grubbing & Land Clearing	Hauling	0.00000	20.0000	HHDT
Linear, Grubbing & Land Clearing	Onsite truck	—	—	HHDT
Linear, Grading & Excavation	Worker	12.5000	14.3000	LDA,LDT1,LDT2
Linear, Grading & Excavation	Vendor	0.00000	8.80000	HHDT,MHDT
Linear, Grading & Excavation	Hauling	0.00000	20.0000	HHDT
Linear, Grading & Excavation	Onsite truck	—	—	HHDT
Linear, Drainage, Utilities, & Sub-Grade	Worker	5.00000	14.3000	LDA,LDT1,LDT2
Linear, Drainage, Utilities, & Sub-Grade	Vendor	0.00000	8.80000	HHDT,MHDT
Linear, Drainage, Utilities, & Sub-Grade	Hauling	0.00000	20.0000	HHDT
Linear, Drainage, Utilities, & Sub-Grade	Onsite truck	—	—	HHDT
Linear, Paving	Worker	2.50000	14.3000	LDA,LDT1,LDT2
Linear, Paving	Vendor	0.00000	8.80000	HHDT,MHDT
Linear, Paving	Hauling	0.00000	20.0000	HHDT
Linear, Paving	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	Worker	15.0000	14.3000	LDA,LDT1,LDT2
Demolition	Vendor	—	8.80000	HHDT,MHDT
Demolition	Hauling	0.00000	20.0000	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	Worker	17.5000	14.3000	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.80000	HHDT,MHDT
Site Preparation	Hauling	0.00000	20.0000	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	Worker	20.0000	14.3000	LDA,LDT1,LDT2
Grading	Vendor	—	8.80000	HHDT,MHDT
Grading	Hauling	0.00000	20.0000	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	Worker	0.00000	14.3000	LDA,LDT1,LDT2
Building Construction	Vendor	0.00000	8.80000	HHDT,MHDT
Building Construction	Hauling	0.00000	20.0000	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	Worker	15.0000	14.3000	LDA,LDT1,LDT2
Paving	Vendor	—	8.80000	HHDT,MHDT
Paving	Hauling	0.00000	20.0000	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	0.00000	14.3000	LDA,LDT1,LDT2

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Architectural Coating	Vendor	—	8.80000	HHDT,MHDT
Architectural Coating	Hauling	0.00000	20.0000	HHDT
Architectural Coating	Onsite truck	—	—	HHDT
Linear, Grubbing & Land Clearing	Worker	10.00000	14.3000	LDA,LDT1,LDT2
Linear, Grubbing & Land Clearing	Vendor	0.00000	8.80000	HHDT,MHDT
Linear, Grubbing & Land Clearing	Hauling	0.00000	20.0000	HHDT
Linear, Grubbing & Land Clearing	Onsite truck	—	—	HHDT
Linear, Grading & Excavation	Worker	12.5000	14.3000	LDA,LDT1,LDT2
Linear, Grading & Excavation	Vendor	0.00000	8.80000	HHDT,MHDT
Linear, Grading & Excavation	Hauling	0.00000	20.0000	HHDT
Linear, Grading & Excavation	Onsite truck	—	—	HHDT
Linear, Drainage, Utilities, & Sub-Grade	Worker	5.00000	14.3000	LDA,LDT1,LDT2
Linear, Drainage, Utilities, & Sub-Grade	Vendor	0.00000	8.80000	HHDT,MHDT
Linear, Drainage, Utilities, & Sub-Grade	Hauling	0.00000	20.0000	HHDT
Linear, Drainage, Utilities, & Sub-Grade	Onsite truck	—	—	HHDT
Linear, Paving	Worker	2.50000	14.3000	LDA,LDT1,LDT2
Linear, Paving	Vendor	0.00000	8.80000	HHDT,MHDT
Linear, Paving	Hauling	0.00000	20.0000	HHDT
Linear, Paving	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00000	0.00000	0.00000	0.00000	52,272.0

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	0.00000	0.00000	0.00000	—	0.00000
Site Preparation	—	—	15.0000	0.00000	0.00000
Grading	—	—	105.000	0.00000	0.00000
Paving	0.00000	0.00000	0.00000	0.00000	24.7500
Linear, Grubbing & Land Clearing	—	—	4.75000	0.00000	0.00000
Linear, Grading & Excavation	—	—	4.75000	0.00000	0.00000
Linear, Drainage, Utilities, & Sub-Grade	—	—	4.75000	0.00000	0.00000

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Phase Name	Land Use	Area Paved (acres)	% Asphalt
Paving	User Defined Linear	4.75000	100%
Paving	Other Asphalt Surfaces	20.0000	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2027	0.00000	374.840	0.01290	0.00170
2028	0.00000	374.840	0.01290	0.00170
2029	0.00000	374.840	0.01290	0.00170

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Other Asphalt Surfaces	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Other Asphalt Surfaces	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
Other Asphalt Surfaces	Wood Fireplaces	0	0
Other Asphalt Surfaces	Gas Fireplaces	0	0
Other Asphalt Surfaces	Propane Fireplaces	0	0
Other Asphalt Surfaces	Electric Fireplaces	0	0
Other Asphalt Surfaces	No Fireplaces	0	0
Other Asphalt Surfaces	Conventional Wood Stoves	0	0
Other Asphalt Surfaces	Catalytic Wood Stoves	0	0
Other Asphalt Surfaces	Non-Catalytic Wood Stoves	0	0
Other Asphalt Surfaces	Pellet Wood Stoves	0	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0.00000	0.00000	0.00000	0.00000	52,272.0

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00000
Summer Days	day/yr	250.000

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00000
Summer Days	day/yr	250.000

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Other Asphalt Surfaces	0.00000	374.840	0.0129	0.0017	0.00000

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Other Asphalt Surfaces	0.00000	374.840	0.0129	0.0017	0.00000

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Other Asphalt Surfaces	0.00000	0.00000

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Other Asphalt Surfaces	0.00000	0.00000

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Other Asphalt Surfaces	0.00000	0.00000

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Other Asphalt Surfaces	0.00000	0.00000

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.14.2. Mitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	25.7100	annual days of extreme heat
Extreme Precipitation	4.15000	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth

Climate Hazard	Result for Project Location	Unit
Wildfire	0.00000	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	3	0	0	N/A
Extreme Precipitation	1	0	0	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	0	0	N/A
Flooding	0	0	0	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5

representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	3	1	1	3
Extreme Precipitation	1	1	1	2
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	1	1	2
Flooding	1	1	1	2
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	59.8507
AQ-PM	27.1811
AQ-DPM	10.9521
Drinking Water	25.5277
Lead Risk Housing	—
Pesticides	91.0690
Toxic Releases	25.5314
Traffic	46.3875
Effect Indicators	—
CleanUp Sites	0.00000
Groundwater	10.6425
Haz Waste Facilities/Generators	70.4831
Impaired Water Bodies	58.6938
Solid Waste	0.00000
Sensitive Population	—
Asthma	27.4053
Cardio-vascular	43.0833
Low Birth Weights	—
Socioeconomic Factor Indicators	—

Indicator	Result for Project Census Tract
Education	—
Housing	—
Linguistic	—
Poverty	8.06533
Unemployment	—

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	—
Employed	—
Median HI	—
Education	—
Bachelor's or higher	—
High school enrollment	—
Preschool enrollment	—
Transportation	—
Auto Access	—
Active commuting	—
Social	—

Indicator	Result for Project Census Tract
2-parent households	—
Voting	—
Neighborhood	—
Alcohol availability	—
Park access	—
Retail density	—
Supermarket access	—
Tree canopy	—
Housing	—
Homeownership	—
Housing habitability	—
Low-inc homeowner severe housing cost burden	—
Low-inc renter severe housing cost burden	—
Uncrowded housing	—
Health Outcomes	—
Insured adults	—
Arthritis	0.0
Asthma ER Admissions	68.4
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0

Indicator	Result for Project Census Tract
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	0.0
Cognitively Disabled	99.8
Physically Disabled	99.8
Heart Attack ER Admissions	46.3
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	0.0
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	99.4

Indicator	Result for Project Census Tract
Elderly	58.6
English Speaking	0.0
Foreign-born	0.0
Outdoor Workers	98.2
Climate Change Adaptive Capacity	—
Impervious Surface Cover	96.3
Traffic Density	0.0
Traffic Access	23.0
Other Indices	—
Hardship	0.0
Other Decision Support	—
2016 Voting	0.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	—
Healthy Places Index Score for Project Location (b)	—
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Construction: Off-Road Equipment	Limited paving will occur for linear pipeline as HDD methods will be used to pass under existing runways. Limited open trenching will occur for pipeline installation.

8.4. Construction

8.4.2. Off-Road Equipment

Phase Name	Equipment Type	Model Parameter	Default Value	New Value
Linear, Grading & Excavation	Dumpers/Tenders	Hours Per Day	8.00000	6.00000

United States Department of Agriculture

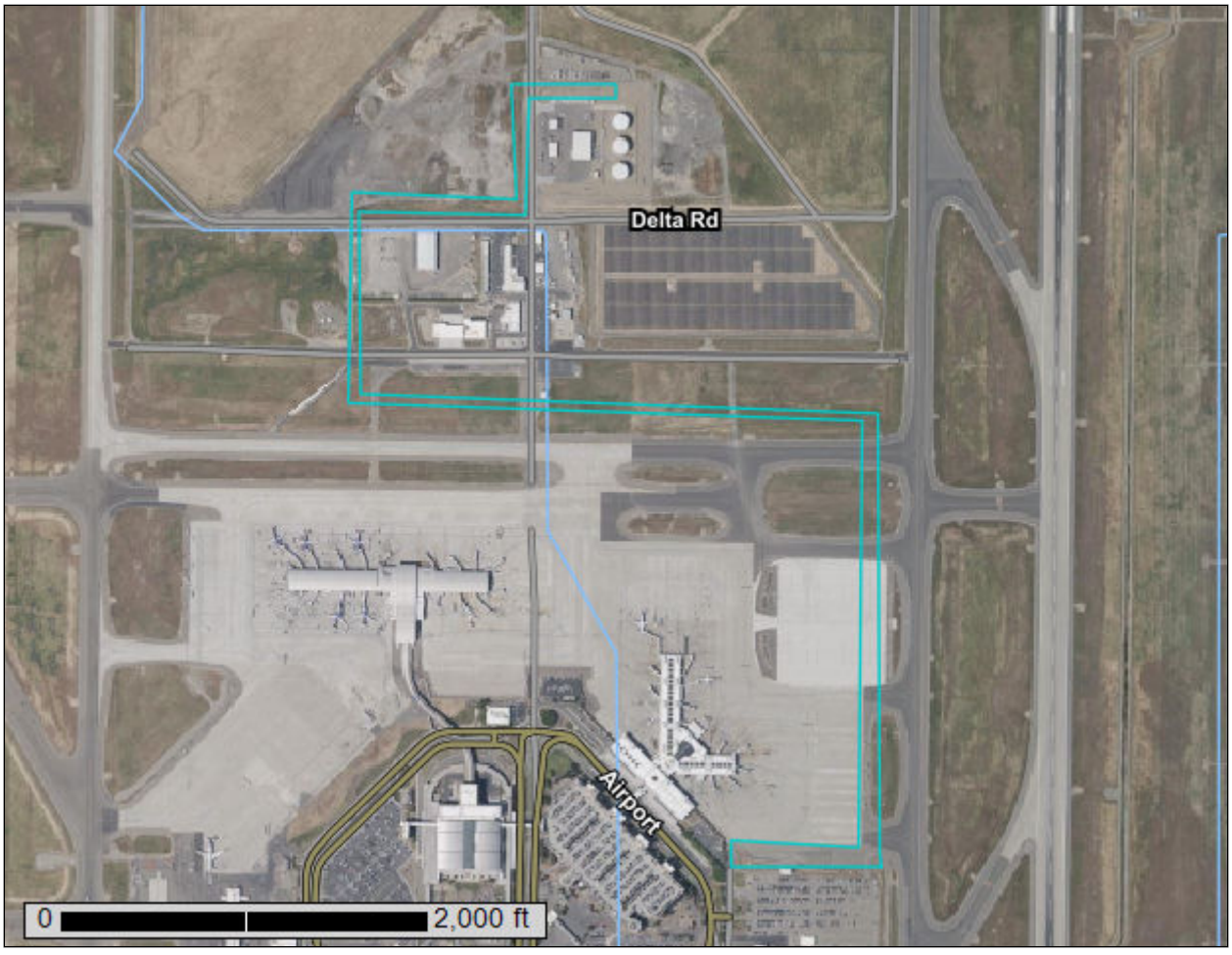
NRCS

Natural Resources Conservation Service

A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

Custom Soil Resource Report for Sacramento County, California

PLER2025-00150



January 12, 2026

Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (https://offices.sc.egov.usda.gov/locator/app?agency=nrcs) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

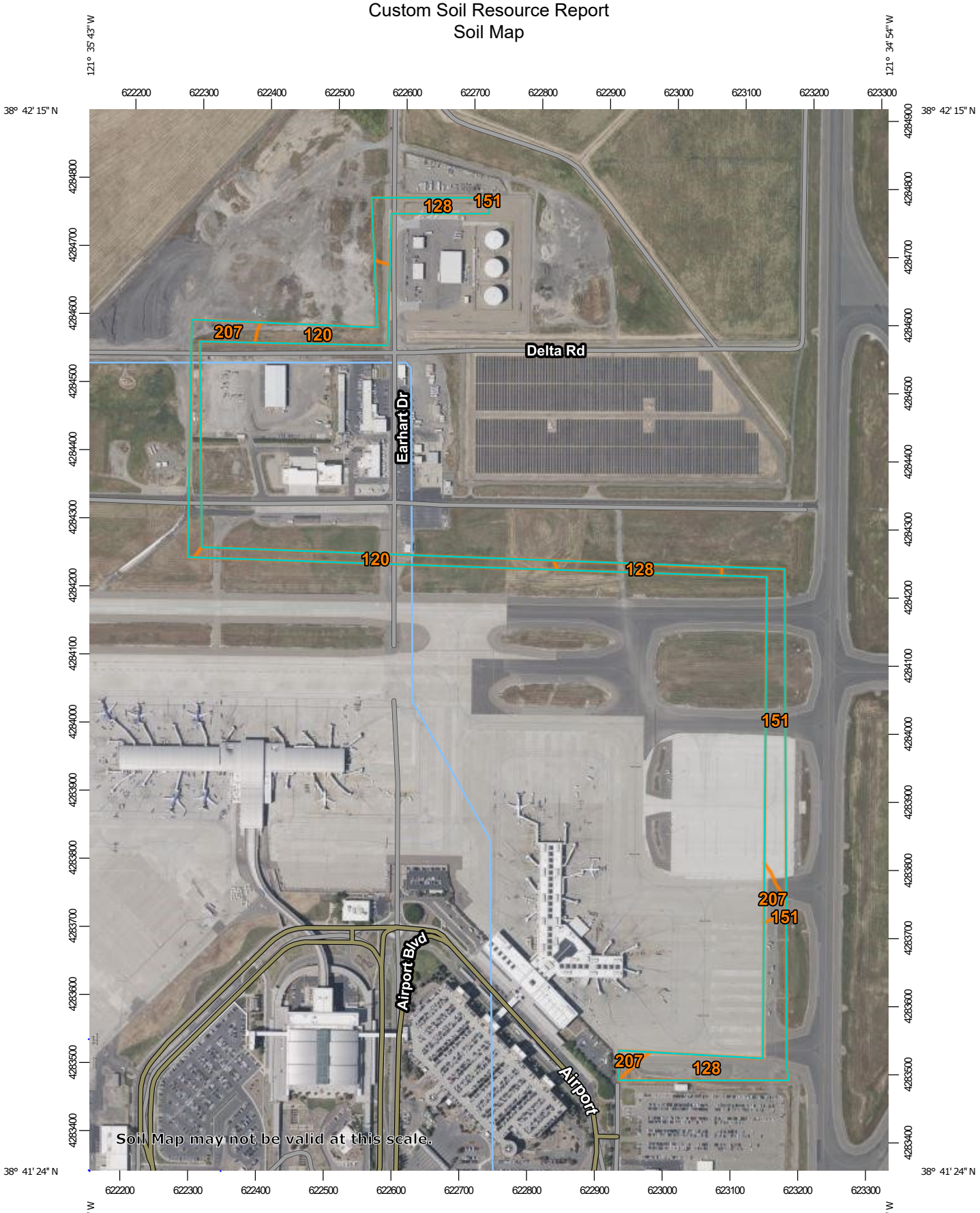
After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

Custom Soil Resource Report
Soil Map



Map Scale: 1:7,600 if printed on A portrait (8.5" x 11") sheet.

N

Meters: 0 100 200 400 600

Feet: 0 350 700 1400 2100

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Sacramento County, California
Survey Area Data: Version 26, Sep 2, 2025

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 1, 2024—Jul 1, 2024

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
120	Columbia sandy loam, clayey substratum, drained, 0 to 2 percent slopes	3.7	23.0%
128	Cosumnes silt loam, drained, 0 to 2 percent slopes	6.0	37.8%
151	Galt clay, leveled, 0 to 1 percent slopes	3.6	22.3%
207	Sailboat silt loam, drained, 0 to 2 percent slopes, MLRA 17	2.7	16.9%
Totals for Area of Interest		**16.0**	**100.0%**

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Sacramento County, California

120—Columbia sandy loam, clayey substratum, drained, 0 to 2 percent slopes

Map Unit Setting

National map unit symbol: hhlv
Elevation: 150 feet
Mean annual precipitation: 12 to 25 inches
Mean annual air temperature: 63 degrees F
Frost-free period: 230 to 340 days
Farmland classification: Prime farmland if irrigated

Map Unit Composition

Columbia and similar soils: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Columbia

Setting

Landform: Flood-plain steps
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Alluvium

Typical profile

H1 - 0 to 11 inches: sandy loam
H2 - 11 to 43 inches: stratified loamy sand to silt loam
H3 - 43 to 64 inches: clay loam

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat poorly drained
Runoff class: Very low
Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.06 to 0.20 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: Rare
Frequency of ponding: None
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Available water supply, 0 to 60 inches: Moderate (about 6.9 inches)

Interpretive groups

Land capability classification (irrigated): 2s
Land capability classification (nonirrigated): 3s
Hydrologic Soil Group: A
Ecological site: R017XY903CA - Stream Channels and Floodplains
Hydric soil rating: Yes

Minor Components

Cosumnes

Percent of map unit: 5 percent

Landform: Flood-plain steps
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: Yes

Sailboat

Percent of map unit: 5 percent
Landform: Flood-plain steps
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: Yes

Unnamed, unburied surface

Percent of map unit: 4 percent
Landform: Flood-plain steps
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

Unnamed, occasional flooded

Percent of map unit: 1 percent
Landform: Flood plains
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

128—Cosumnes silt loam, drained, 0 to 2 percent slopes

Map Unit Setting

National map unit symbol: hhm3
Elevation: 10 to 70 feet
Mean annual precipitation: 15 inches
Mean annual air temperature: 61 degrees F
Frost-free period: 250 to 300 days
Farmland classification: Prime farmland if irrigated

Map Unit Composition

Cosumnes and similar soils: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Cosumnes

Setting

Landform: Flood-plain steps
Landform position (three-dimensional): Tread
Down-slope shape: Linear

Across-slope shape: Linear
Parent material: Alluvium

Typical profile

H1 - 0 to 8 inches: silt loam
H2 - 8 to 21 inches: stratified silty clay loam to clay
H3 - 21 to 43 inches: stratified clay loam to clay
H4 - 43 to 60 inches: stratified clay loam to clay

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat poorly drained
Runoff class: High
Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.06 to 0.20 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: Rare
Frequency of ponding: None
Calcium carbonate, maximum content: 5 percent
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Available water supply, 0 to 60 inches: High (about 9.7 inches)

Interpretive groups

Land capability classification (irrigated): 2s
Land capability classification (nonirrigated): 3s
Hydrologic Soil Group: C
Ecological site: R017XY903CA - Stream Channels and Floodplains
Hydric soil rating: Yes

Minor Components

Columbia

Percent of map unit: 3 percent
Landform: Flood-plain steps
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: Yes

Dierssen

Percent of map unit: 3 percent
Landform: Fan remnants
Landform position (two-dimensional): Footslope
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: Yes

Egbert

Percent of map unit: 3 percent
Landform: Backswamps
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: Yes

Sailboat
Percent of map unit: 2 percent
Landform: Flood-plain steps
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: Yes

San joaquin
Percent of map unit: 2 percent
Landform: Fan remnants
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

Unnamed, frequently flooded
Percent of map unit: 1 percent
Landform: Flood plains
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: Yes

Unnamed, sandy strata
Percent of map unit: 1 percent
Landform: Flood-plain steps
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

151—Galt clay, leveled, 0 to 1 percent slopes

Map Unit Setting
National map unit symbol: hhmv
Elevation: 10 to 150 feet
Mean annual precipitation: 14 to 18 inches
Mean annual air temperature: 59 to 64 degrees F
Frost-free period: 250 to 300 days
Farmland classification: Farmland of statewide importance

Map Unit Composition
Galt and similar soils: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Galt

Setting

Landform: Basin floors on fan remnants
Landform position (two-dimensional): Footslope, toeslope
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Alluvium derived from granite

Typical profile

H1 - 0 to 13 inches: clay
H2 - 13 to 32 inches: clay
H3 - 32 to 60 inches: cemented

Properties and qualities

Slope: 0 to 1 percent
Depth to restrictive feature: 32 to 60 inches to duripan
Drainage class: Moderately well drained
Runoff class: High
Capacity of the most limiting layer to transmit water (Ksat): Very low (0.00 to 0.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 1 percent
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Available water supply, 0 to 60 inches: Low (about 4.3 inches)

Interpretive groups

Land capability classification (irrigated): 3s
Land capability classification (nonirrigated): 3s
Hydrologic Soil Group: D
Ecological site: R017XY902CA - Duripan Vernal Pools
Hydric soil rating: Yes

Minor Components

Clear lake

Percent of map unit: 4 percent
Landform: Basin floors
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: Yes

San joaquin

Percent of map unit: 4 percent
Landform: Fan remnants
Landform position (two-dimensional): Summit, backslope
Landform position (three-dimensional): Riser, tread
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

Urban land

Percent of map unit: 3 percent
Landform: Basin floors on fan remnants
Landform position (two-dimensional): Footslope, toeslope
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

Unnamed, overburden/hardpan

Percent of map unit: 2 percent
Landform: Basin floors on fan remnants
Landform position (two-dimensional): Toeslope, footslope
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

Unnamed, rarely flooded

Percent of map unit: 2 percent
Landform: Basin floors on fan remnants
Landform position (two-dimensional): Toeslope, footslope
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

207—Sailboat silt loam, drained, 0 to 2 percent slopes, MLRA 17

Map Unit Setting

National map unit symbol: 2xlcf
Elevation: 20 to 80 feet
Mean annual precipitation: 20 to 21 inches
Mean annual air temperature: 61 to 62 degrees F
Frost-free period: 321 to 328 days
Farmland classification: Prime farmland if irrigated

Map Unit Composition

Sailboat and similar soils: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Sailboat

Setting

Landform: Flood-plain steps
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear

Parent material: Alluvium derived from igneous, metamorphic and sedimentary rock

Typical profile

Ap - 0 to 6 inches: silt loam
A - 6 to 16 inches: silt loam
C - 16 to 28 inches: silt loam
2Akb - 28 to 34 inches: clay loam
2C - 34 to 49 inches: loam
2Ck - 49 to 62 inches: loam

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat poorly drained
Runoff class: Negligible
Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.14 to 1.42 in/hr)
Depth to water table: About 72 inches
Frequency of flooding: Rare
Frequency of ponding: None
Calcium carbonate, maximum content: 5 percent
Maximum salinity: Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
Available water supply, 0 to 60 inches: Very high (about 12.4 inches)

Interpretive groups

Land capability classification (irrigated): 1
Land capability classification (nonirrigated): 4w
Hydrologic Soil Group: C
Ecological site: R016XA002CA - Freshwater, Stratified, Fluventic
Hydric soil rating: Yes

Minor Components

Coyotecreek

Percent of map unit: 5 percent
Landform: Flood-plain steps
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

Columbia

Percent of map unit: 4 percent
Landform: Flood-plain steps
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: Yes

Cosumnes

Percent of map unit: 4 percent
Landform: Flood-plain steps
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: Yes

Unnamed, occasionally flooded

Percent of map unit: 2 percent
Landform: Flood-plain steps
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

Soil Information for All Uses

Soil Properties and Qualities

The Soil Properties and Qualities section includes various soil properties and qualities displayed as thematic maps with a summary table for the soil map units in the selected area of interest. A single value or rating for each map unit is generated by aggregating the interpretive ratings of individual map unit components. This aggregation process is defined for each property or quality.

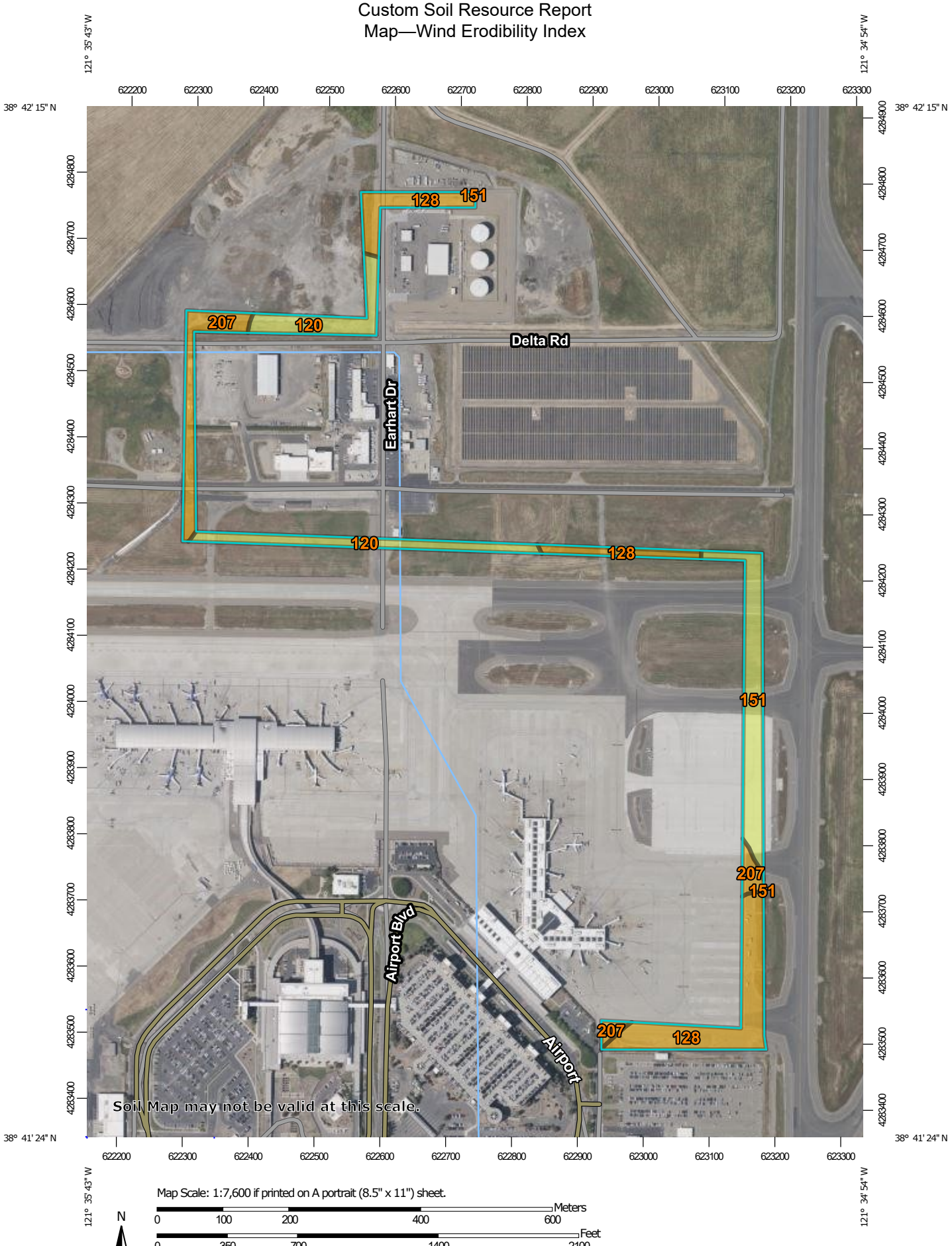
Soil Erosion Factors

Soil Erosion Factors are soil properties and interpretations used in evaluating the soil for potential erosion. Example soil erosion factors can include K factor for the whole soil or on a rock free basis, T factor, wind erodibility group and wind erodibility index.

Wind Erodibility Index

The wind erodibility index is a numerical value indicating the susceptibility of soil to wind erosion, or the tons per acre per year that can be expected to be lost to wind erosion. There is a close correlation between wind erosion and the texture of the surface layer, the size and durability of surface clods, rock fragments, organic matter, and a calcareous reaction. Soil moisture and frozen soil layers also influence wind erosion.

Custom Soil Resource Report
Map—Wind Erodibility Index



Map Scale: 1:7,600 if printed on A portrait (8.5" x 11") sheet.

N

Meters: 0 100 200 400 600

Feet: 0 350 700 1400 2100

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

MAP LEGEND

Area of Interest (AOI)

Area of Interest (AOI)

Soils

Soil Rating Polygons

0
38
48
56
86
134
160
180
220
250
310
Not rated or not available

Soil Rating Lines

0
38
48
56
86
134
160
180
220
250
310
Not rated or not available

Soil Rating Points

0
38
48
56
86
134
160
180
220
250
310
Not rated or not available

Water Features

Streams and Canals

Transportation

Rails
Interstate Highways
US Routes
Major Roads
Local Roads

Background

Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Sacramento County, California
Survey Area Data: Version 26, Sep 2, 2025

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 1, 2024—Jul 1, 2024

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Table—Wind Erodibility Index

Map unit symbol	Map unit name	Rating (tons per acre per year)	Acres in AOI	Percent of AOI
120	Columbia sandy loam, clayey substratum, drained, 0 to 2 percent slopes	86	3.7	23.0%
128	Cosumnes silt loam, drained, 0 to 2 percent slopes	48	6.0	37.8%
151	Galt clay, leveled, 0 to 1 percent slopes	86	3.6	22.3%
207	Sailboat silt loam, drained, 0 to 2 percent slopes, MLRA 17	48	2.7	16.9%
Totals for Area of Interest			**16.0**	**100.0%**

Rating Options—Wind Erodibility Index

Units of Measure: tons per acre per year

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

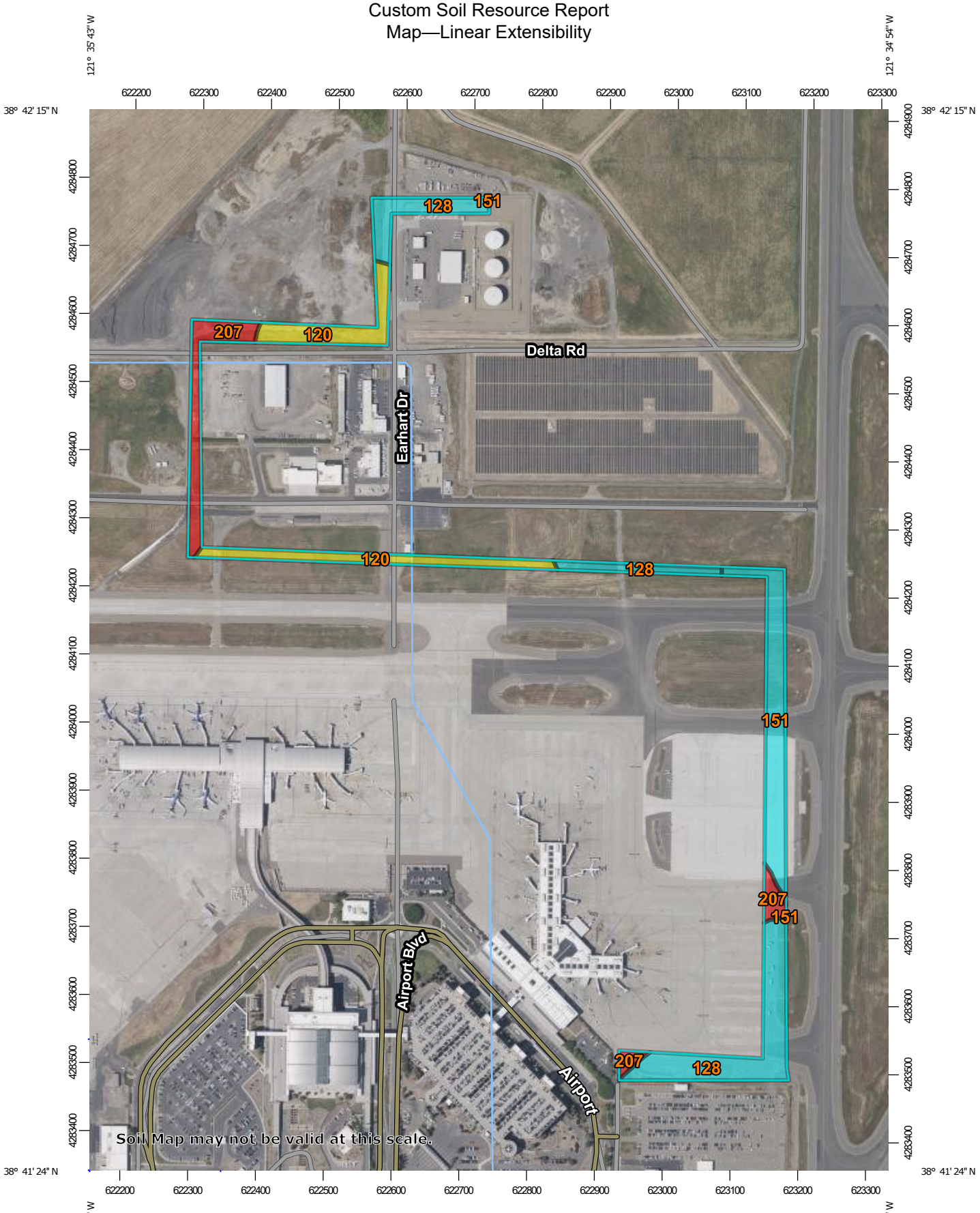
Soil Physical Properties

Soil Physical Properties are measured or inferred from direct observations in the field or laboratory. Examples of soil physical properties include percent clay, organic matter, saturated hydraulic conductivity, available water capacity, and bulk density.

Linear Extensibility

Linear extensibility refers to the change in length of an unconfined clod as moisture content is decreased from a moist to a dry state. It is an expression of the volume change between the water content of the clod at 1/3- or 1/10-bar tension (33kPa or 10kPa tension) and oven dryness. The volume change is reported as percent change for the whole soil. The amount and type of clay minerals in the soil influence volume change.

For each soil layer, this attribute is actually recorded as three separate values in the database. A low value and a high value indicate the range of this attribute for the soil component. A "representative" value indicates the expected value of this attribute for the component. For this soil property, only the representative value is used.



Map Scale: 1:7,600 if printed on A portrait (8.5" x 11") sheet.

N

Meters
0 100 200 400 600

Feet
0 350 700 1400 2100

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 10N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils

Soil Rating Polygons
- Low (0 - 3)
- Moderate (3 - 6)
- High (6 - 9)
- Very High (9 - 30)
- Not rated or not available

Soil Rating Lines
- Low (0 - 3)
- Moderate (3 - 6)
- High (6 - 9)
- Very High (9 - 30)
- Not rated or not available

Soil Rating Points
- Low (0 - 3)
- Moderate (3 - 6)
- High (6 - 9)
- Very High (9 - 30)
- Not rated or not available

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

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The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Table—Linear Extensibility

Map unit symbol	Map unit name	Rating (percent)	Acres in AOI	Percent of AOI
120	Columbia sandy loam, clayey substratum, drained, 0 to 2 percent slopes	3.5	3.7	23.0%
128	Cosumnes silt loam, drained, 0 to 2 percent slopes	6.7	6.0	37.8%
151	Galt clay, leveled, 0 to 1 percent slopes	7.5	3.6	22.3%
207	Sailboat silt loam, drained, 0 to 2 percent slopes, MLRA 17	2.3	2.7	16.9%
Totals for Area of Interest			**16.0**	**100.0%**

Rating Options—Linear Extensibility

Units of Measure: percent

Aggregation Method: Dominant Component

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

Interpret Nulls as Zero: No

Layer Options (Horizon Aggregation Method): All Layers (Weighted Average)

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MITIGATION MONITORING AND REPORTING PROGRAM RECORDING REQUESTED BY:
County of Sacramento
Department of Community Development
Planning and Environmental Review Division
827 7th Street, Sacramento CA

WHEN RECORDED MAIL TO:
COUNTY MAIL CODE: 01-225
No Fee – For the Benefit of County of Sacramento (Code 6103)

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

COUNTY OF SACRAMENTO

PLANNING AND ENVIRONMENTAL REVIEW

MITIGATION MONITORING AND REPORTING PROGRAM

CONTROL NUMBER: PLER2025-00150

NAME: SMF Fuels Terminal Fueling Station

LOCATION: The project site is located within the Sacramento International Airport (SMF) in the Natomas community of unincorporated Sacramento County. The project site is located north of Airport Boulevard E near the existing Terminal A.

ASSESSOR'S PARCEL NUMBER(S): 201-0160-053, 201-0240-038, 201-0230-044, 201-0230-004, 201-0230-005, 201-0230-006, 201-0230-045, and 201-0240-023

APPLICANT: SMF Fuels Company, LLC

PROJECT DESCRIPTION: The Sacramento International Airport (SMF) currently performs into-plane (ITP) fueling at Terminal A via refueler trucks that must cross runways and taxiways from the existing tank farm. The project proposes the construction of a refueler truck loading facility with the capacity to fuel two refueler trucks at the same time, installation of approximately 5,750 feet of 12-inch transfer main pipes, approximately 200 feet of 14-inch instrument valve system (IVS) line, and 2,300 feet of 16-inch Jet-A piping from the existing fuel tank farm. Construction of the project is anticipated to last approximately 18 months.

The refueler truck loading facility will be connected to IVS via approximately 5,750 feet of 12-inch transfer main including high-point vents, low-point drains, and associated infrastructure along the transfer main routing. The truck loading facility will include construction of new pavements, two refueler truck loading positions in a concrete containment area, six refueler parking spaces, and an oil-water separator on-site in accordance with SMF and California Environmental Protection Agency (CalEPA)

requirements. In addition, the site will be connected to the existing stormwater drainage system.

The pipeline will be constructed using open trench and horizontal directional drilling (HDD) to cross existing tarmac, runways, and facilities as appropriate.

TYPE OF ENVIRONMENTAL DOCUMENT: Initial Study / Mitigated Negative Declaration

PREPARED BY: County of Sacramento
Planning and Environmental Review
827 7th Street, Room 225
Sacramento, CA 95814

PHONE: (916) 874-6141

MITIGATION MONITORING AND REPORTING PROGRAM

ADOPTED BY: **DATE:**

ATTEST:_____
Printed Name SECRETARY/CLERK

ATTEST:_____
Signature SECRETARY/CLERK

TABLE OF MEASURES

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- ☐ **MITIGATION MEASURE BIO-1:PERMIT COMPLIANCE.....7**
- ☐ **MITIGATION MEASURE BIO-2: DRAINAGE DITCH FENCING 7**
- ☐ **MITIGATION MEASURE CR-1: UNANTICIPATED DISCOVERY OF CULTURAL RESOURCES.....7**
- ☐ **MITIGATION MEASURE CR-2: UNANTICIPATED DISCOVERY OF HUMAN REMAINS 8**
- ☐ **MITIGATION MEASURE TCR-1: COMPENSATED CONSTRUCTION MONITORING BY OFFICIAL TRIBAL MONITOR .8**

PURPOSE AND PROCEDURES

Pursuant to Section 21081.6 of the Public Resources Code and Chapter 20.02 of the County of Sacramento Code, a Mitigation Monitoring and Reporting Program has been established for the project entitled SMF Fuels Terminal Fueling Station (Control Number: PLER2025-00150).

PURPOSE

The purpose of this program is to assure diligent and good faith compliance with the Mitigation Measures which have been recommended in the environmental document, and adopted as part of the project or made conditions of project approval, in order to avoid or mitigate potentially significant effects on the environment.

NOTIFICATION AND COMPLIANCE

It shall be the responsibility of the project applicant/owner to provide written notification to the Environmental Coordinator, in a timely manner, of the completion of each Mitigation Measure as identified on the following pages. The Environmental Coordinator will verify that the project is in compliance with the adopted Mitigation Monitoring and Reporting Program (MMRP). Any non-compliance will be reported to the project applicant/owner, and it shall be the project applicant's/owner's responsibility to rectify the situation by bringing the project into compliance and re-notifying the Environmental Coordinator. Any indication that the project is proceeding without good-faith compliance could result in the imposition of administrative, civil and/or criminal penalties upon the project applicant/owner in accordance with Chapter 20.02 of the County of Sacramento Code.

PAYMENT

Comply with the Mitigation Monitoring and Reporting Program for this project, including the payment of 100% of the Division of Planning and Environmental Review staff costs, and the costs of any technical consultant services incurred during implementation of that Program.

COMPLETION

Pursuant to Section 20.02.060 of the Sacramento County Code, upon the determination of the Environmental Coordinator that compliance with the terms of the approved Mitigation Monitoring and Reporting Program has been achieved, and that there has been full payment of all fees for the project, the Environmental Coordinator shall record and issue a Program Completion Certificate for the project.

STANDARD PROVISIONS

The project applicant shall submit one copy of all Project Plans and Construction Specifications and/or revisions to the Environmental Coordinator prior to Board approval to advertise Plans and Specifications. If the Environmental Coordinator determines that the Plans are not in full compliance with the adopted MMRP, the Plans shall be returned to the project applicant with a letter specifying the items of non-compliance, and instructing the applicant to revise the Plans, and then resubmit one copy of the revised Plans to the Environmental Coordinator prior to Board approval to advertise.

Additionally, the project applicant shall notify the Environmental Coordinator **no later than 48 hours** prior to the start of construction and no later than 24 hours after its completion. The applicant shall notify the Environmental Coordinator no later than 48 hours prior to any/all Final Inspection(s) by Sacramento County.

The project applicant shall notify the Environmental Coordinator of any pre-construction meetings. Upon notification, a determination will be made as to whether or not the Environmental Coordinator will need to attend the meeting.

The project applicant shall comply with the Mitigation Monitoring and Reporting Program for this project, including the payment of 100% of the Planning and Environmental Review Division staff costs, and the costs of any technical consultant services incurred during implementation of that Program.

COUNTY OF SACRAMENTO
PLANNING AND ENVIRONMENTAL REVIEW
MITIGATION MONITORING AND REPORTING PROGRAM

Measure No.	Description	Deliverable	Timing	Responsible Party	Verification & Notes
AQ-1	**Air Quality Basic Construction Emissions Control Practices:** The following Basic Construction Emissions Control Practices are considered feasible for controlling fugitive dust from a construction site. The practices also serve as best management practices (BMPs), allowing the use of the non-zero particulate matter significance thresholds. Control of fugitive dust is required by District Rule 403 and enforced by District staff. • Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. • Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered. • Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. • Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). • All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. The following practices describe exhaust emission control from diesel powered fleets working at a construction site. California regulations limit idling from both on-road and off-road diesel-powered equipment. The California Air Resources Board (CARB) enforces idling limitations and compliance with diesel fleet regulations. • Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site. • Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1]. For more information contact CARB at 877-593-6677, doors@arb.ca.gov, or www.arb.ca.gov/doors/compliance_cert1.html. • Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic	Implementation of BMPs for Fugitive Dust and Exhaust	During Ground-Disturbing Activities	Contractor	
BIO-1	**Permit Compliance:** Prior to the start of construction activity impacting Drainage Ditches 04, 14, 15, and 18, the applicant shall obtain all applicable permits from the Army Corps of Engineers, the U.S. Fish and Wildlife Service, the Central Valley Regional Water Quality Control Board, and the California Department of Fish and Wildlife. Provide a copy of all permits to the Environmental Coordinator.	Permits from USACE, USFWS, CVRWQCB, and CDFW as appropriate	Prior to Ground-Disturbing Activities	Project Applicant / Contractor	
BIO-2	**Drainage Ditch Fencing:** Where project staging or construction activities take place within 50 feet of Drainage Ditches 4, 14, 15, and 18, silt fencing shall be installed at the perimeter of the construction activity area to prevent the migration of sediment into adjacent drainage ditches. The length of the silt fencing installed shall be of sufficient length and of appropriate material, as approved by a qualified biologist, to allow proper water flow and to ensure sediment retention. Silt fencing will remain in place and maintained to the satisfaction of the qualified biologist until all construction activities cease.	Silt fencing within 50-feet of Drainage Ditches 4, 14, 15, and 18	During Ground-Disturbing Activities	Project Applicant / Contractor / Qualified Biologist	
CR-1	**Unanticipated Discovery of Cultural Resources**. If previously unknown cultural resources are discovered during earthmoving activities, immediately cease work in the vicinity of the find and notify the Sacramento County Department of Planning and Environmental Review. A retained qualified archaeologist will be consulted to determine whether the resource requires further study. The archeologist will make recommendations to the lead agency concerning appropriate measures that will be implemented to protect the resources, including but not limited to excavation and evaluation of the finds, consistent with Section 15064.5 of the CEQA Guidelines and 36 CFR 800. Cultural resources could consist of but are not limited to stone, bone, wood, or shell artifacts, or features including hearths, structural remains, or historic dumpsites. In accordance with Public Resources Code Section 21082 and Section 15064.5 of the CEQA Guidelines, no further grading or construction activity shall occur within 50 feet of the discovery until the lead agency approves the measures to protect these resources. In addition, reasonable efforts to avoid, minimize, or mitigate adverse effects to the property will be taken and the State Historic Preservation Office (SHPO) and Indian tribes with concerns about the property, and the Advisory Council on Historic Preservation (Council) will be notified within 48 hours in compliance with 36 CFR 800.13 (b)(3).	Tribal Monitoring	During Ground-Disturbing Activities	Contractor / Qualified Archaeologist	

Signature:_____

Verification of MMRP Implementation

COUNTY OF SACRAMENTO
PLANNING AND ENVIRONMENTAL REVIEW
MITIGATION MONITORING AND REPORTING PROGRAM

Measure No.	Description	Deliverable	Timing	Responsible Party	Verification & Notes
CR-2	**Unanticipated Discovery of Human Remains**. In the event of an accidental discovery or recognition of any human remains, Public Resources Code Section 5097.98 shall be followed. Once project-related earthmoving begins and if there is a discovery or recognition of human remains, the following steps will be taken: 1. There will be no further excavation or disturbance of the specific location, or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains are Native American, the coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" of the deceased Native American. The most likely descendant may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains, and any associated grave goods as provided in Public Resources Code Section 5097.98, or 2. Where the following conditions occur, the landowner or his/her authorized representative will rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendent or on the project area in a location not subject to further subsurface disturbance: • The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission; • The descendent identified fails to make a recommendation; or • The landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the NAHC fails to provide measures acceptable to the landowner.		During Ground-Disturbing Activities	Contractor	
TCR-1	**Compensated Construction Monitoring by Official Tribal Monitor:** The project applicant is required to retain an official tribal monitor from the Wilton Rancheria to observe all ground disturbance activities to occur during the construction phase in accordance with the approved treatment plan: 1. Communication Protocols for Monitoring: The applicant shall develop a set of communication protocols, to the satisfaction of the County and consulting tribe to identify all points of contact and to ensure that Wilton Rancheria is notified when the applicant will proceed with authorized construction activities. Points of contact will be established for the applicant, construction supervisor, monitoring tribes, and County Archaeologist, and the contact numbers and email addresses must be documented and shared among all parties. These shall be included in the Tribal Monitoring and Discovery Treatment Plan. Points of contact are responsible for identifying backup representatives in the event they are unable to perform due to an absence or other reasons. 2. Tribal Monitoring: All construction-related ground-disturbing activities shall be monitored by a qualified tribal representative from Wilton Rancheria on this project to ensure that the procedures outlined in the Tribal Monitoring and Discovery Treatment Plan are addressed expeditiously and in accordance with the plan. The requirements for a monitor should be inclusive of all day and night construction activity that has the potential to result in ground disturbance. "Ground-disturbing activity" is defined herein as any activities that have the potential to disturb soil beyond that which was reasonably visible to tribal representatives and archaeologists during the pre-project pedestrian survey. This includes grading; trenching; excavation for below-ground utility installation or foundation work; and any other below-the-ground activities. Monitoring is not required for backfilling of previously excavated areas, placement of equipment into excavated areas, reseeding, or revegetation, re-grading or contouring of soil that was previously monitored, or for any aboveground project activity or construction that does not include ground disturbance, but monitors are allowed to observe upon request.	Tribal Monitoring	Prior to and During Ground-Disturbing Activities	Contractor / Tribal Monitor	

Signature:_____

Verification of MMRP Implementation