

## Mitigation Measure Comparison for the American River Watershed Common Features (ARCF), Water Resources Development Act of 2016 Project, Sacramento River Erosion Contract 1: River Mile 55.2 Left Bank Protection

This table presents a “crosswalk” between Delta Plan Mitigation Measures and the Project-specific Environmental Commitments and/or Mitigation Measures which demonstrate compliance with or effective substitution for, the Delta Plan Mitigation Measures. Included below are sections of the American River Common Features (ARCF) General Reevaluation Report (GRR) Environmental Impact Statement / Environmental Impact Report (EIS/EIR) and ARCF 2016 Project, Sacramento River Erosion Contract 1: River Mile 55.2 Left Bank Protection (Project) Supplemental Environmental Assessment / Environmental Impact Report (SEA/EIR).

Supporting documents have been uploaded in support of this submittal of Certification of Consistency and are referenced in this document (Step 2.J. Supporting Documents). These include:

- American River Watershed Common Features, Water Resources Development Act of 2016 Project, Sacramento River Erosion Contract 1: River Mile 55.2 Left Bank Protection Supplemental Environmental Assessment/Environmental Impact Report
- American River Watershed Common Features General Reevaluation Report Final Environmental Impact Statement/Environmental Impact Report.
- Habitat Mitigation, Monitoring, and Adaptive Management Plan, American River Common Features General Reevaluation Report.

Other supporting documents are available from the US Army Corps of Engineers website at [Sacleveeupgrades.com](http://Sacleveeupgrades.com). These documents include:

- American River Watershed Common Features General Reevaluation Report. Available: [https://www.spk.usace.army.mil/Portals/12/documents/civil\\_works/CommonFeatures/Final\\_ARCF\\_GRR\\_Jan2016.pdf](https://www.spk.usace.army.mil/Portals/12/documents/civil_works/CommonFeatures/Final_ARCF_GRR_Jan2016.pdf)
- Endangered Species Act Section 7(a)(2) Biological Opinion, and Magnuson-Stevens Fishery Conservation and Management Act Essential Fish Habitat Response, for the American River Common Features General Reevaluation Report (Common Features GRR). Sacramento, California. [https://www.spk.usace.army.mil/Portals/12/documents/civil\\_works/CommonFeatures/ARCF\\_GRR\\_EIS-EIR\\_Appendices.pdf](https://www.spk.usace.army.mil/Portals/12/documents/civil_works/CommonFeatures/ARCF_GRR_EIS-EIR_Appendices.pdf)
- Formal Consultation of the American River Common Features (AFRC) Project. Sacramento County, California. [https://www.spk.usace.army.mil/Portals/12/documents/civil\\_works/CommonFeatures/ARCF\\_GRR\\_EIS-EIR\\_Appendices.pdf](https://www.spk.usace.army.mil/Portals/12/documents/civil_works/CommonFeatures/ARCF_GRR_EIS-EIR_Appendices.pdf)

| Delta Plan Mitigation Measure #        | Delta Plan Mitigation Measure  | SREL Contract 2 Project Consistency  |
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| Aesthetics (from Delta Plan Amendment) |  |  |
| 5.2-1                                  | Not applicable.  | The Project does not include any transmission or distribution lines.   |
| Water Resources                        |  |  |
| 3-1                                    | <p>1. For construction of new facilities, all typical construction mitigation measures shall be required. Typical mitigation measures include the following construction-related Best Management Practices (BMPs):</p> <ul style="list-style-type: none"> <li>• Gravel bags, silt fences, etc., shall be placed along the edge of all work areas in order to contain particulates prior to contact with receiving waters.</li> <li>• All concrete washing and spoils dumping shall occur in a designated location.</li> <li>• Construction stockpiles shall be covered in order to prevent blowoff or runoff during weather events.</li> <li>• Severe weather event erosion control materials and devices shall be stored onsite for use as needed.</li> <li>• Soil stabilization, sediment control, wind erosion control, tracking control, non-storm water management, and waste management/materials pollution control</li> </ul> <p>2. Apply other BMPs as determined necessary by the regulating entity (city, county).</p> <p>3. Any new facility with introduced impervious surfaces shall include stormwater control measures that are consistent with the Regional Water Quality Control Board (RWQCB) National Pollutant Discharge Elimination System (NPDES) municipal stormwater runoff requirements. The stormwater control measures shall be designed and implemented to reduce the discharge of stormwater pollutants to the maximum extent practical. Stormwater controls such as bioretention facilities, flow-through planters, detention basins, vegetative swales, covering pollutant sources, oil/water separators, and retention ponds shall be designed to control stormwater quality to the maximum extent practical.</p> <p>4. Mitigate sediment contaminant bioavailability impacts through (a) the exclusion of bird use or nesting areas from areas that may have excessive selenium or mercury; (b) minimization of methylmercury production; and/or (c) maximization of contaminant degradation before discharge of water, as appropriate.</p> <p>For any construction activities with the potential to cause in-river sediment disturbance associated with construction:</p> <p>5. Apply BMPs to avoid or reduce temporary increases in suspended sediment. These BMPs for in-channel construction and levee disturbance may include, but are not limited to, silt curtains, cofferdams, the use of environmental dredges, erosion control on all inward levee slopes, and various levee-stabilization techniques, including revegetation. All construction sites will include preparation of a Storm Water Pollution Prevention Plan and BMPs designed to capture spills and prevent erosion to the waterbody. Turbidity shall be monitored up- and downstream of construction sites as a measure of impact.</p> <p>6. Apply bank stabilization BMPs, as needed, for any in-channel disturbance, such as:</p> <ul style="list-style-type: none"> <li>• A 100-foot vegetative or engineered buffer shall be maintained between the construction zone and surface water body.</li> <li>• Native and annual grasses or other vegetative cover shall be established on construction sites immediately upon completion of work causing disturbance, to reduce the potential for erosion close to a waterway or water body.</li> </ul> | <p>Consistent.</p> <p>1, 2, 3: USACE would implement mitigation measures in Sections 3.2.6 and 3.5.6 of the GRR EIS/EIR (consolidated in the SEA/EIR as Mitigation Measure GEO-1: Acquire Appropriate Regulatory Permits and Prepare and Implement a Storm Water Pollution Prevention Plan, Spill Prevention Control and Countermeasures Plan, and Associated Best Management Practices). The requirements include obtaining coverage under the State Water Resources Control Board (SWRCB) NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), and preparation and submittal of a Project-specific SWPPP at the time the Notice of Intent (NOI) to discharge is filed. The measures include BMPs comparable to those identified in Delta Plan Mitigation Measure 3-1.</p> <p>4, 5, 6: Erosion counter measures part of construction will not include substantial ground excavation. Material will be disposed of in accordance with all Federal, State, and local regulations at an approved disposal site as described in the GRR EIS/EIR and the SEA/EIR. Construction will include placement of rock revetment along the riverbank of the Sacramento River. This will temporarily generate increased turbidity in the vicinity of the construction area. USACE would implement BMPs and mitigation measures in Sections 3.5 of the GRR EIS/EIR. USACE will also implement Mitigation Measure GEO-1 as described above. USACE will also implement WATERS-1: Compensate for Fill of State and Federally Protected Waters. Under the Clean Water Act, a 401 permit and 404(b)(1) evaluation will be required before work begins. The 404(b)(1) evaluation has been completed and is included in Appendix C to the SEA/EIR.</p> |

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|                                 |  | <p>USACE will comply with all requirements provided in the Central Valley RWQCB Basin Plan. This includes visually monitoring in-water work construction activities at all times and sampling for water quality in compliance with RWQCB requirements. Turbidity barriers may be used as needed. Additionally, cofferdams may be used as approved by RWQCB and NMFS. USACE will consider use of a variety of methods, including, but not limited to, silt curtains, silt fences, straw wattles, as well as other BMPs and construction methods approved by RWQCB to control sediment. USACE will also implement Mitigation Measure FISH-1: Implement Measures to Avoid and Minimize Effects on Listed Fish Species. This measure includes limiting work to in water work windows approved by NMFS and USFWS and implementing erosion control BMPs to minimize the entry of soil or sediment into the river. Additionally, revegetation of the riparian planting bench and reseeding any bare earth areas with native grasses and forbs will minimize soil erosion after construction is complete. After construction is complete, a reduction in turbidity is expected overtime in the area because there will be less exposed soil to erode and deposit into the river and overtime the spaces between the quarry stone protection will trap sediment.</p> |
| 3-2                             | Not applicable.  | Consistent. The Project site is located within an urban area with public water service and there are no adjacent groundwater wells. The SREL Contract 2 SEA/EIR did not identify a significant impact related to groundwater.   |
| <b>Biological Resources</b>     |  |   |
| 4-1                             | <p>1. Avoid, minimize, and compensate for reduction in area and/or habitat quality of sensitive natural communities, including wetlands, by doing the following:</p> <ul style="list-style-type: none"> <li>• Selecting project site(s) that would avoid sensitive natural communities, including jurisdictional wetlands and other waters, vernal pools, alkali seasonal wetlands, riparian habitats, and inland dune scrub.</li> <li>• Design, to the extent practicable, project elements to avoid effects on sensitive natural communities.</li> <li>• Replacing, restoring, or enhancing on a “no net loss” basis (in accordance with U.S. Army Corps of Engineers (USACE) and State Water Resources Control Board (SWRCB) requirements), wetlands and other waters of the United States and waters of the State that would be removed, lost, and/or degraded.</li> </ul> | <p>Consistent.</p> <p>1, 2. The Project has been designed to avoid natural communities to the extent possible, but there would be impacts on riparian and shaded riverine aquatic (SRA) habitat, as described in the GRR EIS/EIR and further refined in the SEA/EIR. Impacts to riparian habitat will be mitigated for as described in</p>  |

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|                                 | <ul style="list-style-type: none"> <li>• Where impacts to sensitive natural communities other than waters of the United States or State are unavoidable, compensating for impacts by restoring and/or preserving in-kind sensitive natural communities on-site, or off-site at a nearby site, or by purchasing in-kind restoration or preservation credits from a mitigation bank that services the project site and that is approved by the appropriate agencies, in consultation with applicable regulatory agencies (at ratios that offset temporal loss of habitat value).</li> </ul> <ol style="list-style-type: none"> <li>2. Implement advanced mitigation planning for ecosystem restoration prior to construction.</li> <li>3. Implement construction best management practices, including: <ul style="list-style-type: none"> <li>• Developing and implementing a Stormwater Pollution Prevention Plan (SWPPP).</li> <li>• Minimizing soil disturbance, erosion, and sediment runoff from project site.</li> <li>• Avoiding and minimizing contaminant spills.</li> <li>• Minimizing visual and noise disturbance from construction activities.</li> <li>• Conducting biological construction monitoring to ensure that implemented BMPs are effective.</li> </ul> </li> <li>4. Restore areas temporarily affected by construction activities, including: <ul style="list-style-type: none"> <li>• Preparing restoration plan for temporary impacts sites for review by resource agencies.</li> <li>• Minimizing soil disturbance and stockpiling topsoil for later use in any areas to be graded.</li> <li>• Decompacting or amending soil if necessary before planting and use native species for revegetation.</li> <li>• Restoring natural communities with similar or improved function from communities that were affected.</li> </ul> </li> <li>5. If a project may result in conversion of oak woodlands, as identified in section 21083.4 of the Public Resources Code, one or more of the following mitigation measures shall be implemented: <ul style="list-style-type: none"> <li>• Conserve oak woodlands, through the use of conservation easements.</li> <li>• Plant an appropriate number of trees, including maintaining plantings and replacing dead or diseased trees.</li> <li>• Contribute funds to the Oak Woodlands Conservation Fund, as established under subdivision (a) of section 1363 of the Fish and Game Code.</li> </ul> </li> <li>6. An invasive species management plan shall be developed and implemented for any project whose construction or operation could lead to introduction or facilitation of invasive species establishment. The plan shall ensure that invasive plant species and populations are kept below preconstruction abundance and distribution levels. The plan shall be based on the best available science and developed in consultation with Department of Fish and Wildlife (DFW) and local experts, such as the University of California Extension, county agricultural commissioners, representatives of County Weed Management Areas (WMA), California Invasive Plant Council, and California Department of Food and Agriculture. The invasive species management plan will include the following elements: <ul style="list-style-type: none"> <li>• Nonnative species eradication methods (if eradication is feasible)</li> <li>• Nonnative species management methods</li> <li>• Early detection methods</li> <li>• Notification requirements</li> <li>• Best management practices for preconstruction, construction, and post construction periods</li> <li>• Monitoring, remedial actions and reporting requirements</li> <li>• Provisions for updating the target species list over the lifetime of the project as new invasive species become potential threats to the integrity of the local ecosystems</li> </ul> </li> </ol> | <p>Mitigation Measure VEG-1 and VEG-2. Impacts to SRA habitat will be mitigated according to Mitigation Measure SRA-1. Additionally, USACE will implement Mitigation Measure WATERS-1 to compensate for fill of State and federally protected waters.</p> <p>3. See the determination above under 3-1, which describes mitigation actions related to construction BMPs to minimize erosion and sedimentation.</p> <p>4. As described in the SEA/EIR, after construction is complete, the staging areas, landside levee slope, and any other bare earth areas will be reseeded with native grasses and forbs to promote revegetation and minimize soil erosion. Additionally, the Project includes a riparian planting bench that will be planted with native riparian vegetation, which over time will reduce soil erosion.</p> <p>5. The Project will remove trees, including Valley Oak. However, this habitat is not classified as oak woodland. The riparian planting bench will be replanted with the appropriate riparian vegetation to meet USFWS and NMFS requirements. USACE will implement Mitigation Measures VEG-1, VEG-2, and SRA-1 to mitigate for habitat loss due to construction.</p> <p>6. The GRR/EIS EIR did not identify a significant impact related to the potential to establish invasive species; furthermore, mitigation contained in Section 3.6.6 of the GRR/EIS EIR would require replanting with native grasses and forbs. Additionally, as described in the SEA/EIR, the riparian planting bench will be planted with native riparian vegetation and will be monitored and maintained according to USFWS and NMFS requirements to ensure the successful establishment of habitat. The ARCF 2016 Habitat Mitigation Monitoring and Adaptive Management Plan (HMMAMP) defines management actions for controlling invasive plant species.</p> |

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| 4-2                             | <ol style="list-style-type: none"> <li>1. Select project site(s) that would avoid habitats of special-status species (which may include foraging, sheltering, migration and rearing habitat in addition to breeding or spawning habitat), and to the maximum extent practicable, (re)design project elements to avoid effects on such species.</li> <li>2. Schedule construction to avoid special-status species' breeding, spawning, or migration locations during the seasons or active periods that these activities occur.</li> <li>3. Conduct preconstruction surveys (by a qualified biologist) for special-status species in accordance with U.S. Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS) and DFW survey methodologies and appropriate timing to determine presence and locations of any special-status species and their habitat, and avoid, minimize, or compensate for impacts to special-status species in coordination with DFW and USFWS or NMFS.</li> <li>4. Establish buffers around special-status species habitats to exclude effects of construction activities. The size of the buffer shall be in accordance with USFWS and DFW protocols for the applicable special-status species. If nest tree removal is necessary, remove the tree only after the nest is no longer active, as determined by a qualified biologist.</li> <li>5. Conduct construction monitoring (by qualified biologist) to ensure effectiveness of avoidance and minimization measures and implement remedial measures if necessary.</li> <li>6. When appropriate, relocate special-status plant and animal species or their habitats from project sites following USFWS, NMFS, and DFW protocols (e.g., for special-status plant species or elderberry shrubs).</li> <li>7. Where impacts to special-status species are unavoidable, compensate for impacts by restoring or preserving in-kind suitable habitat on-site, or off-site, or by purchasing restoration or preservation credits (in compliance with the California Endangered Species Act (CESA) and federal Endangered Species Act (ESA) for affected State- or federally-listed species from a mitigation bank that serves the project site and that is approved by the appropriate agencies, in consultation with the appropriate regulatory agencies (at ratios that offset the temporary loss of habitat value).</li> </ol> | <p>Consistent.</p> <p>1: The Project site is determined based on the location of the necessary levee improvements.</p> <p>2-7: Mitigation measures in the GRR EIS/EIR and SEA/EIR address avoidance, minimization, and compensation for impacts on special-status species. Specific mitigation measures from the SEA/EIR (and consistent with the GRR EIS/EIR) that comprehensively address these required elements of Delta Plan Mitigation Measure (DPMM) 4-2 include:</p> <p>Mitigation Measure VEG-1: Retain, Protect, and Plant Trees On-Site.</p> <p>Mitigation Measure VEG-2: Compensate for Riparian Habitat Removal.</p> <p>Mitigation Measure SRA-1: Implement Measures to Avoid, Minimize, and Compensate for Effects on Shaded Riverine Aquatic Habitat.</p> <p>Mitigation Measure FISH-1: Implement Measures to Avoid and Minimize Effects on Listed Fish Species.</p> <p>Mitigation Measure VELB-1: Implement Current USFWS Avoidance, Minimization, and Compensation Measures for Valley Elderberry Longhorn Beetle.</p> <p>Mitigation Measure PLANT-1: Implement Measures to Protect Special Status Plants.</p> <p>Mitigation Measure BIRD-1: Implement Measures to Protect Nesting Migratory Birds.</p> <p>Mitigation Measure BAT-1: Implement Measures to Protect Maternity Roosts of Special-Status Bats. Similar mitigation measures are also described in detail in the GRR EIS/EIR within Sections 3.6, 3.7, and 3.8.</p> |
| 4-3                             | <ol style="list-style-type: none"> <li>1. Select project site(s) that would avoid a substantial reduction in fish and wildlife species habitat.</li> <li>2. To the maximum extent practicable, design project elements to avoid effects that would lead to a substantial loss of fish and wildlife habitat.</li> <li>3. Replace, restore, or enhance habitats for fish and wildlife species that would be lost.</li> <li>4. Where substantial loss of habitat for fish and wildlife species is unavoidable, compensate for impacts by preserving in-kind habitat.</li> </ol>   | <p>Consistent.</p> <p>1. The Project site is determined based on the location of the necessary levee improvements.</p> <p>2-4: The following mitigation measures from the SEA/EIR (and consistent with GRR EIS/EIR, see Sections 3.6, 3.7, and 3.8) would comprehensively address these items:</p> <p>Mitigation Measure VEG-1: Retain, Protect, and Plant Trees On-Site.</p>   |

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|                                 |  | <p>Mitigation Measure VEG-2: Compensate for Riparian Habitat Removal.</p> <p>Mitigation Measure SRA-1: Implement Measures to Avoid, Minimize, and Compensate for Effects on Shaded Riverine Aquatic Habitat.</p> <p>Mitigation Measure FISH-1: Implement Measures to Avoid and Minimize Effects on Listed Fish Species.</p>  |
| 4-4                             | <ol style="list-style-type: none"> <li>1. Protect habitat for migratory waterfowl and shorebirds by expanding existing wildlife refuges and management areas, and establishing new ones in or near wetland areas used by migratory waterfowl and shorebirds.</li> <li>2. Protect, restore and enhance connectivity of habitats, including but not limited to wetland and riparian habitats that function as migration corridors for wildlife species. Habitat restoration might be accomplished by establishing suitable hydrology or other physical conditions for desirable vegetation, planting desirable vegetation, fencing and managing grazing, and other means.</li> <li>3. Protect migratory pathways for migratory aquatic species such as salmon, steelhead, and sturgeon including those that use Delta tributaries and floodplain habitats by screening new diversions, and screening existing diversions and removing existing migration barriers if the specific proposed project/activity (e.g., increased intake volume through an existing unscreened diversion, new diversion, new barrier, new barrier near an existing unscreened diversion, etc.) exacerbates the negative effect on migratory aquatic species caused by the existing barrier or unscreened diversion.</li> <li>4. Avoid or minimize alteration of flow patterns and water quality effects that could disrupt migratory cues for migratory aquatic species by implementing water management measures and establishing programs to reduce water pollution.</li> </ol> | <p>Consistent.</p> <ol style="list-style-type: none"> <li>1. The Project would not affect habitat for migratory waterfowl or shorebirds.</li> <li>2. The Project includes construction of on-site riparian habitat mitigation and will compensate for habitat loss as described in Mitigation Measure VEG-1, Mitigation Measure VEG-2, Mitigation Measure FISH-1, and Mitigation Measure SRA-1.</li> <li>3. The Project does not include work related to any diversions or in-water barriers. The on-site riparian habitat mitigation will require irrigation prior to plant establishment. As described in Mitigation Measure FISH-1, USACE will screen any water pump intakes as specified in the 2015 NMFS Biological Opinion for the ARCF 2016 Project.</li> <li>4. See the determination above under 3-1, which describes mitigation measures that would be implemented to reduce water quality impacts.</li> </ol> |
| 4-5                             | Not applicable.  | <p>Consistent.</p> <p>Sacramento's tree ordinance exempts tree removal associated with flood risk reduction activities.</p>  |
| <b>Delta Flood Risk</b>         |  |  |
| 5-1, 5-2, 5-4, 5-5              | Not applicable.  | <p>Consistent.</p> <p>The GRR EIS/EIR and the SEA/EIR did not identify a significant impact related to flood risk.</p>   |
| <b>Land Use</b>                 |  |  |
| 6-1, 6-2                        | Not applicable.  | <p>Consistent.</p> <p>The mitigation measures identified in the Delta Plan pertain to division of existing communities and compensation for loss in</p>  |

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|                                    |  | environmental values, which are not significant impacts of the Project.  |
| Agriculture and Forestry Resources |  |  |
| 7-1                                | Not applicable.  | Consistent.<br>The GRR EIS/EIR and SEA/EIR did not identify a significant impact related to agricultural uses for the Sacramento River erosion improvements.   |
| 7-2                                | Not applicable.  | Consistent.<br>The GRR EIS/EIR and the SEA/EIR did not identify a significant impact related to agricultural uses for the Sacramento River erosion improvements.   |
| 7-3                                | Avoid land protected as forestland and timberland through site selection and/or project design. Where feasible, project proponents should take into account the value of the forest, not only in terms of direct products such as wood but also as part of the watershed ecosystem, when selecting a project site. Wherever possible, nonprotected sites should be preferred and selected instead of protected sites   | Consistent.<br>Woodland impacts are at the locations where levee improvements are required and cannot be avoided. The GRR EIS/EIR and the SEA/EIR identified significant impacts related to the conversion of riparian woodland along the Sacramento River. Mitigation identified in Section 3.6.6 of the GRR EIS/EIR (and consolidated as Mitigation Measures VEG-1 and VEG-2 in the SEA/EIR) requires mitigation for woodland impacts at a 2:1 ratio.  |
| 7-4                                | <ol style="list-style-type: none"> <li>1. For projects that will result in permanent conversion of Forestland, preserve in perpetuity other forestland through a conservation easement or by acquiring lands or contributing funds to a land trust or other agency (at a target ratio of 1:1, depending on the nature of the conversion and the characteristics of the Forestland to be converted, to compensate for permanent loss).</li> <li>2. Avoid land protected as forestland and timberland through site selection and/or project design. Where feasible, project proponents should take into account the value of the forest, not only in terms of direct products such as wood, but also as part of the watershed ecosystem, when selecting a project site. When possible, unprotected sites should be preferred and selected instead of protected sites.</li> <li>3. When removal of existing forestland or timberlands is required as part of an action, proponents must acquire the property at fair market value.</li> </ol> | <p>Consistent.</p> <ol style="list-style-type: none"> <li>1. The GRR EIS/EIR and SEA/EIR identified significant impacts related to the conversion of riparian woodland along the Sacramento River. Mitigation identified in Section 3.6.6 of the GRR EIS/EIR (and consolidated as Mitigation Measures VEG-1 and VEG-2 in the SEA/EIR) requires mitigation for woodland impacts at a 2:1 ratio.</li> <li>2. Forest impacts are at the locations where levee improvements are required and cannot be avoided.</li> <li>3. Tree removal is required for flood control purposes and would take place on properties with flood control easements. No property acquisition would be required.</li> </ol> |
| Visual Resources                   |  |  |
| 8-1, 8-2, 8-3                      | Not applicable.  | Consistent.<br>The GRR EIS/EIR and the SEA/EIR identified significant temporary impacts on visual  |

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|                                 |  | <p>character. However, work areas would not generally be visible from scenic vistas or designated scenic roads/highways. Trees removed as part of the Project would be mitigated for through riparian mitigation; replanting of large trees on the levee crown would not be consistent with USACE vegetation requirements and is infeasible. However, trees will be replanted on the riparian planting bench which would increase the aesthetic value of the site after construction. See Mitigation Measures VEG-1, VEG-2, and SRA-1 for information about vegetation replacement. Additionally, SEA/EIR Mitigation Measure VIS-1: Reduce Light Pollution will be implemented by USACE to ensure that all temporary lighting is shielded or directed to avoid or minimize direct illumination onto light-sensitive receptors located outside of the Project area.</p>  |
| Air Quality                     |  |   |
| 9-1                             | <ul style="list-style-type: none"> <li>• Use equipment and vehicles that are compliant with Air Resource Board (ARB) requirements and emission standards for on-road and off-road fleets and engines. New engines and retrofit control systems should reduce NOx and PM from diesel-fueled on-road and off-road vehicles and equipment.</li> <li>• Minimize idling times either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage should be posted for construction workers at all entrances to the site.</li> <li>• Maintain all equipment in proper working condition according to manufacturer's specifications.</li> <li>• Use electric equipment when possible. Use lower-emitting alternative fuels to power vehicles and equipment where feasible.</li> <li>• Use low Volatile Organic Compounds (VOC) coatings and chemicals; minimize chemical use.</li> <li>• Prepare a dust control plan and apply dust control measures at the construction sites.</li> <li>• To minimize track-out of dirt and mud from dirt and gravel roads, all trucks and equipment, including their tires, shall be washed prior to leaving the site. Only exteriors of trucks and equipment are to be washed (no engine degreasing), no detergents or chemicals shall be used in the wash water, and off-site runoff of rinse water shall be prevented.</li> <li>• For projects involving land fallowing, land conversion, or other agricultural operations, implement applicable BMPs from agencies such as the U.S. Department of Agriculture Natural Resources Conservation Service to reduce potential dust emissions.</li> </ul> <p>BMPs for fallowed lands could include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>• Implement conservation cropping sequences and wind erosion protection measures, such as: <ul style="list-style-type: none"> <li>○ Plan ahead to start with plenty of vegetation residue, and maintain as much residue on fallowed fields as possible. Residue is more effective for wind erosion protection if left standing.</li> </ul> </li> </ul> | <p>Consistent.</p> <p>The GRR EIS/EIR and the SEA/EIR identified significant air quality emissions impacts. Mitigation measures identified in Section 3.11.6 of the GRR EIS/EIR would reduce this impact to a less-than-significant level. These mitigation measures are consolidated and updated in the SEA/EIR into the following mitigation measures:</p> <p>Mitigation Measure AIR-1: Implement the Sacramento Metropolitan Air Quality Management District's Basic Construction Emission Control Practices</p> <p>Mitigation Measure AIR-2: Implement the Sacramento Metropolitan Air Quality Management District's Enhanced Fugitive PM Dust Control Practices</p> <p>Mitigation Measure AIR-3: Require Lower Exhaust Emissions for Construction Equipment</p> <p>Mitigation Measure AIR-4: Use the Sacramento Metropolitan Air Quality Management District's Off-site Mitigation Fee to Reduce NOx Emissions</p> |

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|                                 | <ul style="list-style-type: none"> <li>○ If residues are not adequate, small grain can be seeded about the first of the year to take advantage of the winter rains and irrigated with a light irrigation if needed to get adequate growth.</li> <li>○ Avoid any tillage if possible.</li> <li>○ Avoid any traffic or tillage when fields are extremely dry to avoid pulverization.</li> <li>○ Apply soil stabilization chemicals to fallowed lands.</li> <li>○ Re-apply drain water to allow protective vegetation to be established.</li> <li>○ Reuse irrigation return flows to irrigate windbreaks across blocks of land including many fields to reduce wind fetch and reduce emissions from fallowed, farmed, and other lands within the block. Windbreak species, management, and layout would be optimized to achieve the largest feasible dust emissions reduction per unit water available for their irrigation. Windbreak corridors would provide ancillary aesthetic and habitat benefits.</li> </ul> <p>Project-specific lists of mitigation measures should also include the recommendations or requirements of the local air district(s). For example, the Bay Area Air Quality Management District (BAAQMD) lists the following basic and additional mitigation measures to reduce emissions from project construction (BAAQMD, 2010. California Environmental Quality Act Air Quality Guidelines. December 2010. San Francisco, California. Site accessed February 8, 2011. <a href="http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQAGUIDELINES.aspx">http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQAGUIDELINES.aspx</a>).</p> <p>Basic Construction Mitigation Measures Recommended for ALL Proposed Projects</p> <ol style="list-style-type: none"> <li>1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.</li> <li>2. All haul trucks transporting soil, sand, or other loose material offsite shall be covered.</li> <li>3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</li> <li>4. All vehicle speeds on unpaved roads shall be limited to 15 mph.</li> <li>5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.</li> <li>7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.</li> <li>8. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.</li> </ol> <p>Additional Construction Mitigation Measures Recommended for Projects with Construction Emissions Above the Threshold</p> <ol style="list-style-type: none"> <li>1. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.</li> <li>2. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.</li> <li>3. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.</li> <li>4. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.</li> <li>5. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.</li> </ol> | Mitigation Measure AIR-5: Implement Marine Engine Standards |

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|                                 | <p>6. All trucks and equipment, including their tires, shall be washed off prior to leaving the site.</p> <p>7. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.</p> <p>8. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.</p>  |  |
| 9-2, 9-3                        | Not applicable.   | <p>Consistent.</p> <p>The GRR EIS/EIR and the SEA/EIR did not identify a significant impact related to odors or emissions of air contaminants affecting sensitive receptors.</p>   |
| Cultural Resources              |   |  |
| 10-1                            | <ol style="list-style-type: none"> <li>1. Before any ground-disturbing activities begin, conduct intensive archaeological surveys, including subsurface investigations to identify the locations, extent, and integrity of presently undocumented archaeological resources that may be located in areas of potential disturbance. In addition, if ground-disturbing activities are planned for an area where a previously documented prehistoric archaeological site has been recorded but no longer may be visible on the ground surface, conduct test excavations to determine whether intact archaeological subsurface deposits are present. Also conduct surveys at the project site for the possible presence of cultural landscapes and traditional cultural properties.</li> <li>2. If potentially CRHR-eligible prehistoric or historic-era archeological resources are discovered during the survey phase, additional investigations may be necessary. These investigations could include, but not necessarily be limited to, measures providing resource avoidance, archival research, archaeological testing and California Register of Historical Resources (CRHR) eligibility evaluations, and contiguous excavation unit data recovery. In addition, upon discovery of potentially CRHR-eligible prehistoric resources, coordinate with the NAHC and the Native American community to provide for an opportunity for suitable individuals and tribal organizations, including federally recognized tribes, to comment on the proposed research.</li> <li>3. If CRHR-eligible archaeological resources or cultural landscapes/properties are present and would be physically impacted, specific strategies to avoid or protect these resources should be implemented if feasible. These measures may include: <ul style="list-style-type: none"> <li>• Planning construction to avoid the sensitive sites</li> <li>• Deeding the sensitive sites into permanent conservation easements</li> <li>• Capping or covering archaeological sites</li> <li>• Planning parks, green space, or other open space to incorporate the sensitive sites</li> <li>• Granting of cultural easements to Native American tribes for the purpose of protecting cultural resource properties</li> </ul> </li> <li>4. If federal agencies are participants in the activity and Section 106 of the National Historic Preservation Act applies, conduct formal consultation with the State Historic Preservation Officer, Tribal Historic Preservation Officer (THPO) or Tribal Administrator for tribes that do not have a THPO, and the Native American community. Potential adverse effects on cultural resources recommended as eligible for listing in the National Register of Historic Places (NRHP) will be resolved through the development of a memorandum of agreement and/or a program-level agreement.</li> <li>5. As part of efforts to identify, evaluate, and consider cultural resources, including prehistoric sites, Native American human remains, and traditional cultural properties, Native Americans would be consulted. The California Native American Heritage Commission (NAHC) would be asked to provide a list of Native Americans who should be contacted concerning an identified future project. The NAHC would also be asked to search its Sacred Lands Files. Native Americans identified by the NAHC would be contacted by letter to request information on cultural resources of importance. They also would</li> </ol> | <p>Consistent.</p> <p>Mitigation Measures included in the SEA/EIR will reduce potentially significant effects to Cultural Resources to a less-than-significant level. As described in the SEA/EIR, surveys have been conducted in accordance with Section 106 of the National Historic Preservation Act. Mitigation measures required to be implemented as part of the Project are similar to or more protective than those identified 10-1. These mitigation measures are identified in Section 3.9.6 of the GRR EIS/EIR and are expanded in the SEA/EIR as Mitigation Measure CR-1: Resolve Adverse Effects through Programmatic Agreement and Historic Properties Treatment Plan (HPTP), Mitigation Measure CR-2: Prepare an Archaeological Discovery Plan and an Archaeological Monitoring Plan, Mitigation Measure CR-3: Conduct Cultural Resources Awareness Training, and Mitigation Measure CR-4: Implement Procedures for Inadvertent Discovery of Cultural Material. The SEA/EIR also includes Mitigation Measure CR-5: In the Event that Tribal Cultural Resources are Discovered Prior to or During Construction, Implement Procedures to Evaluate Tribal Cultural Resources and Implement Avoidance and Minimization Measures to Avoid Significant Adverse Effects.</p> |

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|                                 | <p>be asked to identify concerns they have about the project. THPOs and Tribal Administrators of federally recognized tribes would be contacted and asked to search their files and provide information necessary for the identification and consideration of cultural resources.</p> <p>6. Before any project-specific ground-disturbing activities begin, conduct investigations to identify submerged cultural resources. These investigations would include review of State Lands Commission (SLC) Shipwrecks Database and other SLC files, and remote sensing surveys conducted under the direction of a qualified maritime archaeologist. If avoidance of significant submerged cultural resources is not feasible, a permit from SLC may be necessary to conduct resource documentation and possible salvage of artifacts, ship components, and other data and objects.</p> <p>7. If CRHR-eligible archaeological resources, including submerged or buried shipwrecks or other maritime related cultural resources, are discovered during construction activities, work would halt within 100 feet of the discovery until the find can be evaluated by a qualified archaeologist or maritime archaeologist as appropriate. In addition, SLC would be consulted.</p>  |  |
| 10-2                            | <p>The identification, evaluation, and determination of disposition of Native American human remains shall be conducted in accordance with Native American consultation procedures described below and in Mitigation Measure 10-1. The location, content, and character of Native American human remains are confidential and shall not be released to the public. Native American human remains and associated funerary objects shall be treated with the utmost respect and in accordance with the direction of the identified Most Likely Descendant (MLD).</p> <p>1. If human remains are encountered during ground-disturbing construction activities, stop work that would potentially affect the find and contact the county coroner.</p> <ul style="list-style-type: none"> <li>• In accordance with the California Health and Safety Code and the California Native American Grave Protection and Repatriation Act (CNAGPRA), if human remains are uncovered during ground-disturbing activities, the contractor shall immediately halt potentially damaging excavation in the area of the burial and notify the county coroner, a professional archaeologist to determine the nature of the remains, and a representative of California Indian tribes. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or State lands (Health and Safety Code section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by telephone within 24 hours of making that determination (Health and Safety Code section 7050[c]).</li> <li>• Following the coroner’s findings, the property owner, contractor or project proponent, an archaeologist, and the NAHC-designated Most Likely Descendant (MLD) shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in California Public Resources Code section 5097.9.</li> <li>• Upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further activity until consultation with the MLD has taken place. The MLD shall have 48 hours to complete a site inspection and make recommendations after being granted access to the site.</li> <li>• A range of possible treatments for the remains, including nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment may be discussed. California Public Resources Code section 5097.9 suggests that the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. The following is a list of site protection measures that the landowner shall employ: (1) Record the site with the NAHC or the appropriate information center. (2) Use an open space or conservation zoning designation or easement. (3) Record a document with the county in which the property is located.</li> </ul> | <p>Consistent.</p> <p>The GRR EIS/EIR requires compliance with state and Federal laws related to human remains in Section 3.9.1. These requirements are expanded in the SEA/EIR in Mitigation Measure CR-6: Implement Procedures for Inadvertent Discovery of Human Remains.</p> |

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|                                 | <ul style="list-style-type: none"> <li>• The landowner or his or her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify a MLD or if the MLD fails to make a recommendation within 48 hours after being granted access to the site. The landowner or his or her authorized representative may also reinter the remains in a location not subject to further disturbance if he or she rejects the recommendation of the MLD and mediation by the NAHC fails to provide measures acceptable to the landowner.</li> </ul> <ol style="list-style-type: none"> <li>2. If the discovery of human remains occurs on lands owned and administered by a federal agency, the provisions of the Native American Graves Protection and Repatriation Act (NAGPRA) will apply. NAGPRA requires federal agencies and certain recipients of federal funds to document Native American human remains and cultural items in their collections, notify native groups of their holdings, and provide an opportunity for repatriation of these materials. The act also requires planning for dealing with potential future collections of Native American human remains and associated funerary objects, sacred objects, and objects of cultural patrimony.</li> </ol>   |   |
| 10-3                            | <ol style="list-style-type: none"> <li>1. Inventory and evaluate historic-era buildings, structures, and linear features. Conduct cultural resource studies to determine whether historic-era buildings, structures, and linear features in the project area are eligible for listing in the CRHR.</li> <li>2. Before construction activities begin, an inventory and evaluation of historic-era resources in the project area should be conducted under the direct supervision of an architectural historian meeting the Secretary of the Interior's Professional Qualification Standards for history or architectural history. The documentation should include conducting an intensive field survey, background research on the history of the project area, and property-specific research. Based on this research, the eligibility of historic-era resources located in the project area should be evaluated by the architectural historian using criteria for listing in the CRHR. The resources would be recorded on DPR 523 forms and the findings documented in a technical report. If federal funding or approval is required, then the project implementation agencies would comply with Section 106 of the National Historic Preservation Act.</li> <li>3. Identify measures to avoid significant historic resources. Avoidance through project redesign is the preferred mitigation measure for mitigating potential effects on historic-era buildings, structures, linear features, and archaeological sites that appear to be eligible for listing in the NRHP or CRHR.</li> <li>4. Record photographic and written documentation to Historic American Building Survey (HABS)/Historic American Engineering Record (HAER) standards. If avoidance of a significant historic resource is not feasible, the lead agency should ensure that HABS/HAER documentation is completed. Through HABS/HAER documentation, a qualified architectural historian and qualified photographer should formally document the historic resource through large-format photography, measured drawings, written architectural descriptions, and historical narratives. The completed documentation should be submitted to the Library of Congress.</li> <li>5. Conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings in the event of relocation. If any historic buildings, structures, or levees are relocated or altered, the lead agency should ensure that any changes to significant buildings or structures conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. Implementation of this measure can mitigate potential changes to significant architectural resources.</li> <li>6. Conform to the Secretary of the Interior's Guidance for the Treatment of Cultural Landscapes to preserve landscapes' historic form, features, and details that have evolved over time.</li> </ol> | <p>Consistent.</p> <p>As described in the SEA/EIR, surveys have been conducted in accordance with Section 106 of the National Historic Preservation Act. Mitigation measures required to be implemented as part of the Project include Mitigation Measure CR-2: Prepare an Archaeological Discovery Plan and an Archaeological Monitoring Plan.</p> |

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| 10-4                             | Mitigation Measures 10-1 and 10-3 will also mitigate Impact 10-4, Disturbance or Destruction of Cultural Landscapes and Traditional Cultural Properties. However, to mitigate Impact 10-4, Mitigation Measure 10-1 surveys and Mitigation Measure 10-3 inventories would focus on cultural landscapes and traditional cultural properties.  | Consistent.<br>See the response above under 10-1 and 10-3.   |
| <b>Geology and Soils</b>         |   |  |
| 11-1 through 11-3                | Not applicable.   | Consistent.<br>The GRR EIS/EIR and the SEA/EIR did not identify a significant impact related to seismic hazards, including soil liquefaction and subsidence. |
| 11-4                             | <p>Any covered action that would have significant soil erosion and topsoil loss impacts (Impact 11-4) shall incorporate specific measures for future projects that would expand the use of BMPs or optional erosion control measures listed in the SWPPPs. The SWPPP shall identify an effective combination of BMPs to reduce erosion during construction and to prevent erosion during operation. Examples of typical BMPs include:</p> <ul style="list-style-type: none"> <li>• Erosion control measures such as silt fencing, sand bags, straw bales and mats, and rice straw wattles shall be placed to reduce erosion and capture sediment. Straw used for erosion control shall be new cereal grain straw derived from rice, wheat, or barley; free of mold and noxious weed seed; and neither derived from dry-farmed crops nor previously used for stable bedding. Clearance shall be obtained from the County Agricultural Commissioner before straw obtained from outside the county is delivered to the work site. Monitoring requirements of the newly revised General Construction Permit shall be implemented, and more effective BMPs shall be identified and installed if runoff samples indicate excessive turbidity.</li> <li>• During construction activities, topsoil shall be removed, stockpiled, and saved for reapplication following completion of construction. The top 6 inches shall be salvaged and reapplied to a comparable thickness. Soil material shall be placed in a manner that minimizes compaction and promotes plant reestablishment.</li> <li>• If catch basins are used for sediment capture, the site shall be graded to ensure stormwater runoff flows into the basins, and basins shall be designed for the appropriate storm interval as provided in the General Construction Permit.</li> <li>• Temporary work areas shall be surfaced with a compacted layer of well-graded gravel. They may be covered with a thin asphalt binder. Where expansive or compressible soils are present in temporary work areas, construction trailers shall be supported with concrete pads or footings.</li> <li>• Dust control shall conform to all federal, State, and local requirements and may include use of water trucks, street sweepers, or other methods described in the SWPPP.</li> <li>• Spoils shall be placed in 12-inch-thick loose lifts and compacted to reduce erosion and minimize future subsidence. Placement of peat spoils shall be on agricultural land where possible. Following construction, spoils sites shall be restored to avoid erosion.</li> </ul> | Consistent.<br>See the response above under 3-1.   |
| 11-5, 11-6, 11-7, 11-8, 11-9     | Not applicable.   | Consistent.<br>The GRR EIS/EIR and SEA/EIR did not identify a significant impact related to soil hazards.  |
| <b>Paleontological Resources</b> |   |  |
| 12-1                             | Not applicable.   | Consistent.<br>The GRR EIS/EIR and SEA/EIR did not identify a significant impact related to paleontological resources.                                       |
| <b>Mineral Resources</b>         |   |  |
| 13-1, 13-2                       | Not applicable.   | Consistent.  |

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|  |   | The GRR EIS/EIR and SEA/EIR did not identify a significant impact related to mineral resources.   |
| <b>Hazards and Hazardous Materials</b> |   |   |
| 14-1                                   | Not applicable.   | Consistent.<br>The GRR EIS/EIR and SEA/EIR did not identify a significant impact related to the routine use of hazardous materials. The Project would comply with state and federal regulations related to materials handling but Delta Plan Mitigation Measure 14-1 does not apply to the Project. Also see SEA/EIR Mitigation Measure GEO-1.  |
| 14-2                                   | <ol style="list-style-type: none"> <li>1. To reduce the risk due to increased exposure to materials that could be released during soil disturbance, worker training programs and breathing apparatus shall be provided. Monitoring programs shall be implemented as areas are excavated to determine the potential for exposure to soil organisms or other constituents.</li> <li>2. To reduce risk to the community due to increased exposure to materials that could be released during soil disturbance, public outreach programs shall be conducted to educate the public of the types of construction activities and risks that could occur. In areas near extreme hazards, such as construction in areas with identified petroleum-product pipelines or soils with high concentrations of petroleum products, warning sirens shall be used at construction sites to immediately notify workers and residents. Emergency procedures shall be included in the education and outreach programs for the workers and the community.</li> </ol> | Consistent.<br>The GRR EIS/EIR and SEA/EIR did not identify a significant impact related to on-site hazardous sites. However, mitigation included in Section 3.17.6 of the GRR EIS/EIR and consolidated in the SEA/EIR as Mitigation Measure HAZ-1: Conduct Phase II Investigations as needed would require investigation and measures to avoid exposure to sites identified as potentially containing hazardous materials. |
| 14-3                                   | Not applicable.   | Consistent.<br>The Project does not involve the creation or alteration of any freshwater habitat. A riparian planting bench will be constructed according to Mitigation Measure VEG-1 and further described in the HMMAMP and the Habitat Management Plan.  |
| 14-4                                   | Not applicable.   | Consistent.<br>The Project does not involve the creation of any new habitats that would qualify as hazardous wildlife attractants.  |
| 14-5                                   | Not applicable.   | Consistent.<br>The Project is located in an urban area and is not designated as a Very High Fire Hazard Severity Zone .   |
| <b>Noise</b>                           |   |   |
| 15-1                                   | <ol style="list-style-type: none"> <li>1. Limit the hours of operation at noise-generation sources located near or adjacent to noise-sensitive areas, wherever practicable, to reduce the level of exposure to meet applicable local standards.</li> <li>2. Locate construction equipment away from sensitive receptors, to the extent feasible, to reduce noise levels below applicable local standards.</li> <li>3. Maintain construction equipment to manufacturers' recommended specifications, and equip all construction vehicles and equipment with appropriate mufflers and other approved noise-control devices.</li> </ol>  | Consistent.<br>Mitigation measures included in Section 3.13.6 of the GRR EIS/EIR and consolidated in the SEA/EIR as Mitigation Measure NOI-1: Implement Measures to Reduce Construction Noise and Vibration Effects are similar to or   |

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|                                 | <ol style="list-style-type: none"> <li>4. Limit idling of construction equipment to the extent feasible to reduce the time that noise is emitted.</li> <li>5. Conduct individual traffic noise analysis of identified haul routes and provide mitigation, such as reduced speed limits, at locations where noise standards cannot be maintained for sensitive receptors.</li> <li>6. Incorporate use of temporary noise barriers, such as acoustical panel systems, between construction activities and sensitive receptors if it is concluded that they would be effective in reducing noise exposure to sensitive receptors.</li> <li>7. Near sensitive receptors, avoid or minimize use of construction equipment known to generate high levels of groundborne vibration (for example, pile drivers).</li> </ol>  | more protective than those identified in Delta Plan Mitigation Measure 15-1.  |
| 15-2                            | <ol style="list-style-type: none"> <li>1. Conduct a preliminary groundborne vibration analysis report to determine future construction-related groundborne vibration levels based on, but not limited to, a detailed equipment list, hours of operation and distances to sensitive receptors located within 500 feet of project sites.</li> <li>2. Provided that future groundborne vibration results in significant impacts at sensitive receptors, the following measures shall be implemented: <ul style="list-style-type: none"> <li>• Designate a complaint coordinator and post this person's contact information in a location near construction areas where it is clearly visible to the nearby receptors most likely to be affected. The coordinator will manage complaints and concerns resulting from activities that cause vibrations. The severity of the vibration concern should be assessed by the coordinator and, if necessary, evaluated by a qualified noise and vibration control expert.</li> <li>• Vibration monitoring will be conducted before and during vibration generating operations occurring within 100 feet of historic structures. Every attempt will be made to limit construction-generated vibration levels during pile driving and other groundborne noise and vibration-generating activities in the vicinity of the historic structures in accordance with recommendations of the appropriate agency with authority.</li> <li>• Adjacent historic features will be covered or temporarily shored, as necessary, for protection from vibrations, in consultation with the appropriate cultural resources authority.</li> <li>• Pile driving required within a 50-foot radius of residences will use alternative installation methods where possible (e.g., pile cushioning, jetting, predrilling, cast-in-place systems, resonance-free vibratory pile drivers). This would reduce the number and amplitude of blows required to seat the pile.</li> <li>• Pile-driving activities conducted within 285 feet of sensitive receptors will occur during daytime hours to avoid sleep disturbance during evening and nighttime hours.</li> </ul> </li> </ol> | Consistent. Mitigation measures included in Section 3.13.6 of the GRR EIS/EIR and consolidated in the SEA/EIR as Mitigation Measure NOI-1: Implement Measures to Reduce Construction Noise and Vibration Effects are similar to or more protective than those identified in Delta Plan Mitigation Measure 15-2. |
| 15-3                            | Not applicable.  | Consistent. The GRR EIS/EIR and SEA/EIR did not identify a significant operational noise impact.  |
| <b>Population and Housing</b>   |  |   |
| 16-1                            | Not applicable.  | Consistent. The GRR EIS/EIR and SEA/EIR did not identify a significant impact related to population and housing.  |
| <b>Public Services</b>          |  |   |
| 17-1                            | Not applicable.  | Consistent. The GRR EIS/EIR and SREL C2 SEA/EIR did not identify a significant impact related to public services.   |
| <b>Recreation</b>               |  |   |
| 18-1                            | Not applicable.  | Consistent.   |

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|                                   |  | The GRR EIS/EIR and the SEA/EIR did not identify a significant operational impact on recreation. See SEA/EIR Mitigation Measures REC-1 and REC-2.  |
| 18-2                              | <ol style="list-style-type: none"> <li>1. If substantial temporary or permanent impairment, degradation, or elimination of recreational facilities causes users to be directed towards other existing facilities, lead agencies shall coordinate with impacted public and private recreation providers to direct displaced users to under-utilized recreational facilities.</li> <li>2. Lead agencies shall provide additional operations and maintenance of existing facilities in order to prevent deterioration of these facilities.</li> <li>3. If possible, lead agencies shall provide temporary replacement facilities.</li> <li>4. If the increase in use is temporary, once use is decreased back to existing conditions, degraded facilities shall be rehabilitated or restored.</li> <li>5. Where impacts to existing facilities are unavoidable, compensate for impacts through mitigation, restoration, or preservation off-site or creation of additional permanent new replacement facilities.</li> </ol>   | <p>Consistent.</p> <p>Mitigation measures included in Section 3.14.6 of the GRR EIS/EIR and consolidated in the SEA/EIR as Mitigation Measure REC-1: Implement Bicycle and Pedestrian Detours, Provide Construction Period Information on Facility Closures and Mitigation Measure REC-2: Implement Measures to Notify Boaters are similar to or more protective than those identified in Delta Plan Mitigation Measure 18-2</p>   |
| 18-3                              | Not applicable.  | <p>Consistent.</p> <p>The GRR EIS/EIR and the SEA/EIR did not identify a significant operational impact on recreation. See SEA/EIR Mitigation Measures REC-1 and REC-2.</p>  |
| <b>Traffic and Transportation</b> |  |  |
| 19-1, 19-4                        | <ol style="list-style-type: none"> <li>1. Avoid modifications to federal, State, and county highways, local roadways, and bridges that may reduce vehicle capacity, to the extent feasible.</li> <li>2. Develop and implement a traffic control plan to reduce effects of roadway construction activities, including full and partial lane closures, bicycle and pedestrian facility closures, and reduced access to adjacent properties. Minimize lane closures during morning and evening peak hours. Limit lane closures near the affected segment. Reroute bicycle and pedestrian access around the project area. Prevent bicyclists and pedestrians from entering the work area.</li> <li>3. As part of the traffic control plan, identify specific project-vehicle access routes that would avoid additional traffic in residential areas or would adversely affect other sensitive land uses, where feasible.</li> <li>4. Install roadway status signs at strategic locations in the Delta to inform the public of roadway closures and limits to ingress to/egress from Delta Islands. The signs shall include maps showing the relative locations of road closures and access restrictions to other Delta features.</li> <li>5. For project operations that increase traffic, prepare a traffic study. Determine haul routes that would be used. Evaluate the levels of service at affected intersections and road segments during the peak a.m. and peak p.m. periods. Model changes in traffic with project traffic. If the level of service is maintained at levels acceptable to the appropriate agency, then no additional mitigation is required. If project traffic causes an intersection or road segment to perform below the minimum level of service standard, then select an alternate route for project traffic or schedule project trips for non-peak-hour periods. If alternate routes are not feasible, then design and construct facility improvements to intersections or road segments to maintain the acceptable level of service.</li> <li>6. During the planning and analysis of site-specific actions, coordinate with Caltrans and/or other local agencies with jurisdiction over transportation system features for the purpose of minimizing impacts on bridges, roadways, culverts, or other features that may be affected. Agencies responsible for constructing and maintaining levees on which a public roadway may be located shall also be consulted to ensure consistency with levee design criteria.</li> </ol> | <p>Consistent.</p> <p>Construction will be undertaken primarily from river barges. Materials and equipment will be carried to the site on river vessels and therefore will not impact vehicle traffic on nearby roadways. Mitigation measures included in Section 3.10.6 of the GRR EIS/EIR will be applied to construction, as applicable, as described in 3.1.5 of the SEA/EIR. Additionally, Mitigation Measure REC-2: Implement Measures to Notify Boaters will be implemented to minimize impacts to boaters in the Sacramento River. Boating facilities will not be closed by construction, and boaters will still be able to move through the area during construction.</p> |

| Delta Plan Mitigation Measure # | Delta Plan Mitigation Measure  | SREL Contract 2 Project Consistency |
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|                                 | <p>7. For roads that will be flooded during floodplain operation, prepare and implement vehicular traffic detour planning as necessary. Provide convenient and parallel vehicular traffic detours for routes closed because of inundation. A detour plan shall be prepared and implemented in accordance with current Caltrans Standard Plans and Specifications. (A temporary crossing structure, for example a Bailey Bridge, may be used to maintain circulation and avoid a detour plan.) The detour plan shall be implemented before roadway inundation. The detour plan will include an assessment of existing roadway conditions, whether paved or unpaved, and provisions for repair and maintenance if the roadway conditions are substantially degraded from increased use. After the detour route is identified and before flood flows are released that would overtop roads, the condition of the detour road surface will be assessed and documented. The documentation will be submitted to the local agency responsible for maintenance of the road. After the detour is no longer needed, the condition of the road surface will be assessed and documented. The documentation will identify substantial changes in the condition of the road surface, such as potholing or rutting. Repair and maintenance actions needed to restore the road surface to predetour conditions will be identified. In coordination with the local maintenance agency, the repair and maintenance actions may be conducted by the agency conducting the floodplain operation or by the local maintenance agency to be proportionately reimbursed by the flood management authority.</p> <p>The detour plan will prioritize paved roads for use as detour routes. If use of paved roadway detours is not feasible during flood flow road inundation periods, the detour plan will require that visible dust emissions from unpaved detour routes will be limited to the percent opacity indicated by the appropriate air pollution control district. The following dust control measures may be used to stabilize unpaved roadways:</p> <ul style="list-style-type: none"> <li>• Watering</li> <li>• Uniform layer of washed gravel</li> <li>• Roadmix</li> <li>• Paving</li> </ul> <p>Any other method that can be demonstrated to the satisfaction of the appropriate air pollution control district that effectively limits visible dust emission to the local percent opacity standard and meets the conditions of a stabilized unpaved road.</p> <p>8. Traffic impact reports shall be prepared that meet the applicable agencies' standards to assess potential impacts on appropriate street segments and intersections. The traffic impact reports shall identify impacts that exceed the agencies' guidelines for significance and identify appropriate mitigation. Acceptable mitigation measures may include:</p> <ul style="list-style-type: none"> <li>• Turn restrictions</li> <li>• Roadway widening to add lanes or shoulders</li> <li>• Redesign of freeway on- and off-ramps</li> <li>• Median construction/modification to restrict access</li> <li>• Flaring of intersections to add turn lanes</li> <li>• Provision of passing lanes or turnouts</li> <li>• Acceleration and deceleration lanes</li> <li>• Removal of obstructions</li> <li>• Roundabouts</li> <li>• Restriping to add lanes with or without parking removal and restrictions</li> <li>• Protected left-turn pockets or free right-turn lanes</li> <li>• Parking restrictions, daily or during peak hours</li> <li>• Fair share contributions to approved projects identified in the agency's Capital Improvement Plan</li> <li>• Fair share contributions to traffic signals identified in the agency's traffic signal plan</li> </ul> |                                     |

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|                                  | <p>9. Prepare and implement a waterway traffic control plan to ensure safe and efficient vessel navigation during construction in waterways. The plan shall identify vessel traffic control measures to minimize congestion and navigation hazards to the extent feasible. Construction areas in the waterway will be barricaded or guarded by readily visible barriers or other effective means to warn boaters of their presence and restrict access. Warning devices and signage will be consistent with the California Uniform State Waterway Marking System and effective during nondaylight hours and periods of dense fog.</p> <p>10. Where temporary partial channel closure is necessary, a temporary channel closure plan shall be developed. The waterway closure plan will identify and implement alternate detour routing and procedures for notifying boaters of construction activities and partial closures, including coordination with the U.S. Coast Guard, local boating organizations and marinas.</p> <p>11. To the extent feasible, ensure that safe boat access to public launch and docking facilities, businesses, and residences is maintained.</p> <p>12. Coordinate with transit system operators to establish appropriate alternate transit system routes to be rerouted during construction activities, as appropriate.</p> <p>13. Boat passage facilities shall be provided as an integral component of operable gate facilities, when feasible. Boat passage facilities shall be designed to provide uninterrupted boat passage when gate are in the “up” position. Floating docks with mooring bits shall be provided along the shoreline on both sides of the boat passage facility for boaters to use while they await passage. Floating barriers will guide boats into the passage facility chambers.</p> <p>14. Implement a program to provide boater education on procedures for waiting at and using the boat passage facility.</p> <p>15. Minimize impacts on bicycle and pedestrian circulation where feasible by avoiding impacts, minimizing closure of paths, and providing for temporary or permanent relocation of the facility to the extent feasible. Consult with the appropriate public works department to determine the most feasible alignment for facility relocation.</p> |  |
| 19-2                             | <p>Develop and implement a program that will include procedures for routine inspections and emergency facility operation to allow safe navigation should the facility become damaged or malfunction. The program will include the following specific components:</p> <p>Routine inspections and correction procedures to ensure that facility safety features are in good working order.</p> <p>Routine inspections and correction procedures for navigational hazards around facilities, including floating or submerged debris and the formation of shoals.</p> <p>Contingency and emergency operating procedures to address the possibility that a boat colliding with the flow control facilities will damage the facilities or otherwise render them unable to operate as engineered, and provisions to allow safe navigation.</p>   | <p>Consistent.</p> <p>The Project does include in water work but will not result in the closure of any boating facilities. SEA/EIR Mitigation Measure REC-2: Implement Measures to Notify Boaters will be implemented. This includes posting signs to clearly indicate when the in-water work is occurring, placing buoys upstream and downstream of the construction site to warn boaters of the construction, and notifying the Coast Guard, in accordance with the Rivers and Harbors Act, of in water work from barges moored in the river</p> |
| 19-3                             | Not applicable.   | <p>Consistent.</p> <p>The GRR EIS/EIR and SEA/EIR identified less-than-significant impacts related to emergency access.</p>  |
| Utilities and Service Systems    |   |  |
| 20-1, 20-2                       | Not applicable.   | <p>Consistent.</p> <p>The GRR EIS/EIR and the SEA/EIR did not identify a significant impact related to utilities.</p>  |
| Climate Change and GHG Emissions |   |  |

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| 21-1                            | Implement measures from CAPCOA, BAAQMD, or air district guidance, or from the Attorney General's list of measures. | <p>Consistent.</p> <p>The GRR EIS/EIR and the SEA/EIR identified significant GHG emissions impacts. Mitigation identified in Sections 3.11.6 and 3.12.6 of the GRR EIS/EIR and consolidated into Mitigation Measure GHG-1: Implement GHG Reduction Measures, Mitigation Measure AIR-1: Implement the Sacramento Metropolitan Air Quality Management District's Basic Construction Emission Control Practices, Mitigation Measure AIR-2: Implement the Sacramento Metropolitan Air Quality Management District's Enhanced Fugitive PM Dust Control Practices, Mitigation Measure AIR-3: Require Lower Exhaust Emissions for Construction Equipment, Mitigation Measure AIR-4: Use the Sacramento Metropolitan Air Quality Management District's Off-site Mitigation Fee to Reduce NOx Emissions, and Mitigation Measure AIR-5: Implement Marine Engine Standards are similar to or more protective than those identified in the DPMM 9-1.</p> |
| 21-2, 21-3, 21-4                | Not applicable.  | <p>Consistent.</p> <p>The GRR EIS/EIR and the SEA/EIR did not identify a significant impact related to climate change adaptation. The Project is being designed in accordance with the latest USACE engineering design standards to meet the flood control objectives as defined in the GRR EIS/EIR. The rock revetment design and the planting bench design would both be resilient to sea level rise. There is significantly more flow area above the elevation of the top of the revetment; therefore, there would be less pressure against the bank, and erosion is not expected. If flood stages increase slightly due to sea level rise, the design elevation of the top of revetment would not be affected because the larger flow area above that elevation is adequate to quickly dissipate pressure to protect the bank from erosion.</p>  |