NOTICE OF PREPARATION
OF AN ENVIRONMENTAL IMPACT REPORT

Date: November 19, 2021

To: Agencies and Interested Parties

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

Subject: Notice of Preparation of a Draft Environmental Impact Report for the Proposed Country Acres Solar Project

Review Period: November 19, 2021 to December 21, 2021

Sacramento Municipal Utility District (SMUD) is proposing the Country Acres Solar Project which would include installation, operation, and maintenance of a photovoltaic (PV) solar power and battery storage renewable energy generation facility in southwestern Placer County. SMUD plans to prepare an environmental impact report (EIR) for the project to satisfy the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000 et seq.) and will serve as the lead agency for CEQA compliance. Throughout the CEQA process, SMUD will work closely with Placer County because the County will play a substantial role in the project as the issuer of project entitlements.

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

Project Location: The project would be located on up to approximately 1,300 acres of land in southwestern Placer County just west of the City of Roseville, north of Baseline Road and east of South Brewer Road (Figure 1 and Figure 2). Primary access to the project site would be provided by an entry road from Baseline Road to the south and Phillip Road to the north.

The project site is relatively flat and open and includes grassland, agricultural rice fields and almond orchards with scattered seasonal wetlands, including vernal pools. It also includes several drainages, including segments of upper Curry Creek. Agricultural uses and grassland surround the project site with some residential development to the east in the City of Roseville.

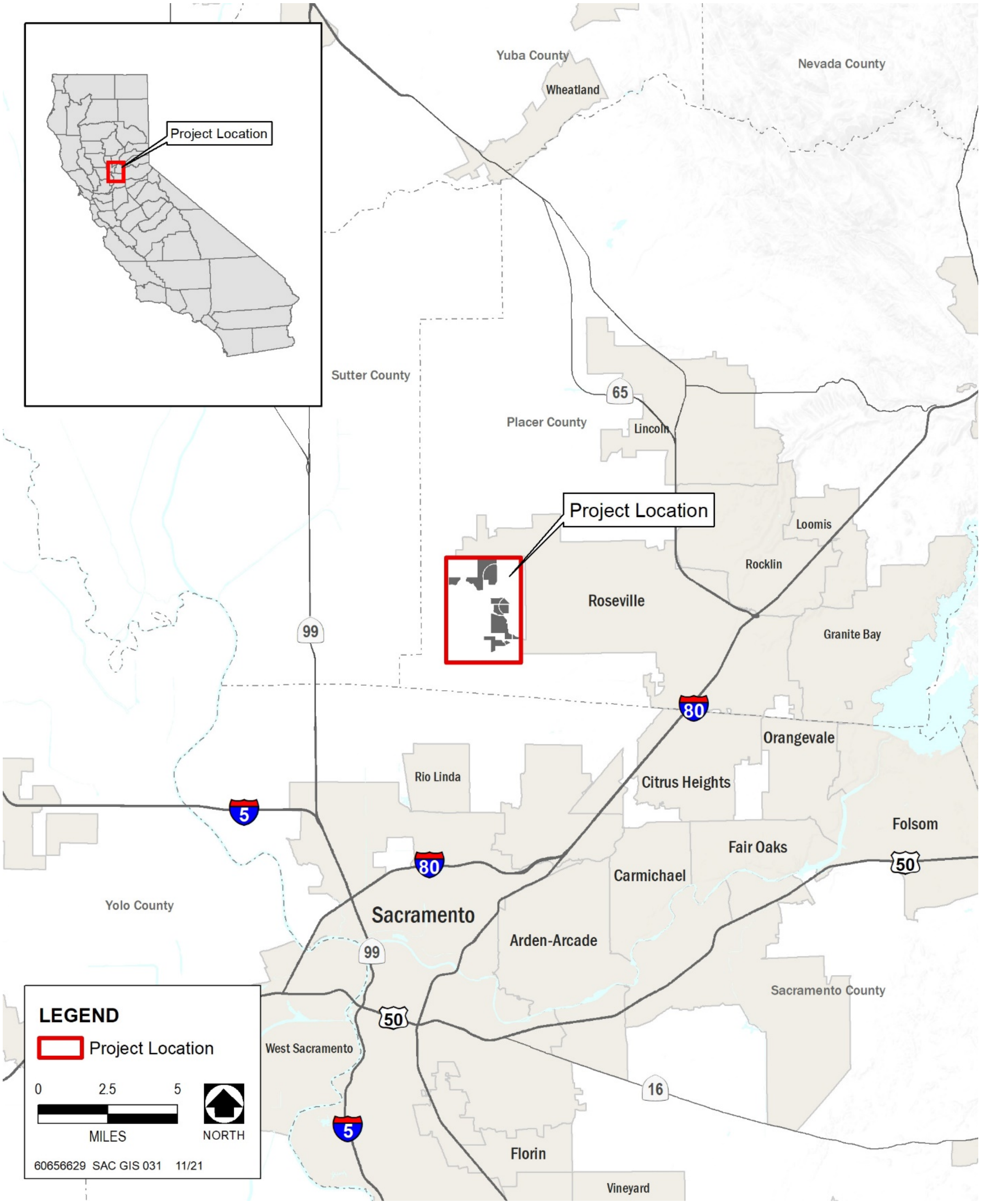

Figure 1. Regional Location Map

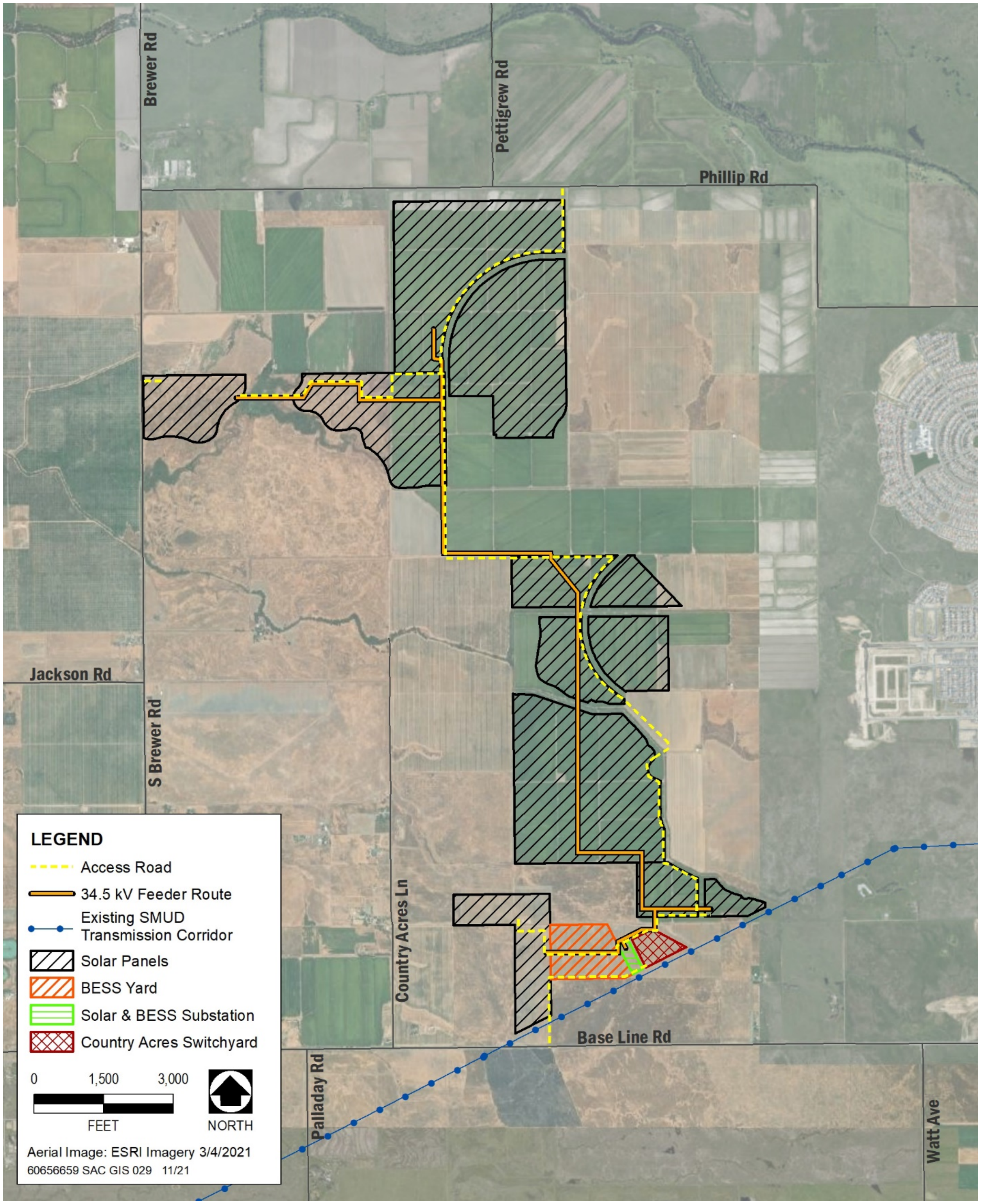

Figure 2. Site Location Map with Proposed Project Elements

Project Objectives: SMUD's objectives for the project include the following:

- Contribute to a diversified energy portfolio that will aid in the continued improvement of air quality in the Sacramento Valley Air Basin by decreasing reliance on fossil fuel combustion for the generation of electricity and reduce SMUD's exposure to price volatility associated with electricity and natural gas.
- Provide a renewable power resource to support SMUD's 2030 Zero Carbon Plan, a plan approved by the Board of Directors in 2021, which establishes a flexible Pathway for SMUD to eliminate carbon emissions from its power supply by 2030 by developing and procuring dependable renewable resources.
- Develop a project that will deliver a reliable, long-term supply of economically feasible solar and battery storage for up to 344 megawatts (MW) of electrical capacity at the point of interconnection with the grid managed by SMUD.
- Site the project to avoid wetlands and other sensitive habitat areas as feasible within the available property.
- Integrate compatible agricultural activities such as grazing and/or pollinator habitat into solar operations.
- Optimize the delivery of solar-produced and stored energy and minimize the geographic extent of impacts by locating the facility near existing electrical infrastructure with available capacity.
- Design a flexible PV solar energy and battery storage facility that is capable of utilizing the best available, efficient, cost-effective, and proven PV solar and storage technology.
- Construct the facility in a location that is readily accessible from existing roads and that would not require the construction of major new roadway improvements.

Project Description: The Country Acres Solar Project includes construction and operation of a PV solar power and battery storage facility and interconnection facilities, including a generation substation, switch station, and interconnection lines, that would provide new power production capacity of up to 344 MW delivered at the point of interconnection with the grid managed by SMUD. The total project site would generally comprise PV solar modules, foundation piles, racking, direct current (DC) collection, alternative current (AC) collection, fencing, roads, inverters, medium voltage transformers, an interconnection line between the generation substation and switch station, battery storage equipment, and interconnection lines to the existing SMUD transmission system. During construction, a temporary construction trailer/office complex and staging areas would be established. During operation, the proposed project would likely include an operations facility. At the end of the project's life (anticipated to be 30 to 35 years or more), the site would be decommissioned. Additional project details are provided below:

Solar Modules, Collection Systems, and Inverters

The project would involve the installation of solar PV module arrays that would convert solar energy directly to electrical power to supply the electrical grid. The solar PV modules would convert the sunlight striking the modules directly into DC power, which would be transformed to AC power via an inverter. The project would include PV modules mounted on a single-axis horizontal tracking system or a fixed tilt system, or a combination of both. The infrastructure described herein would be similar for either a single-axis tracking system or a fixed-tilt system.

The project would have an underground network of AC power cables that would connect the array transformers to a medium voltage combining switchgear. This switchgear would connect, via an overhead or underground collection system, to the proposed generation substation. Where an overhead line is used it would be supported by wooden or steel poles approximately 30 to 40 feet tall. These lines would follow existing infrastructure easements or access roads when feasible. The onsite substation would then transform the final voltage to connect the project power to the existing SMUD transmission system.

Battery Energy Storage System

A battery energy storage system (BESS) is proposed to be constructed within the project footprint. Two main types of BESSs are being considered for the project: a DC-coupled or an AC-coupled system. A DC-coupled system would consist of multiple small battery units located on concrete skids or metal posts adjacent to the solar arrays. An AC-coupled system would consist of one or more metal containers similar in size to a shipping container likely located on a concrete pad in the battery storage area. The BESS would be connected to the proposed generation substation via an overhead or underground collection system similar to the solar component of the project.

The BESS storage system would follow the latest national fire protection safety codes. The codes include fire prevention, mitigation, and suppression system requirements.

Substation and Switch Station

The proposed onsite substation would be a minimum of 600 feet by 300 feet and include one or more generation step-up transformers, breakers, buswork, protective relaying, meters, Site Control Center building, backup power, associated substation equipment, and a dedicated perimeter fence. The substation would be constructed and operated to step up the voltage of the electricity generated from the PV arrays or stored in the BESS. The substation site would be improved with compacted materials and foundations to support electrical equipment and supporting infrastructure. The substation structures would range in height from approximately 20 to 60 feet. Station service is likely to be provided via one of the adjacent electrical distribution lines or emergency generators may be installed for operations.

The proposed 230 kilovolt (kV) switching station would be a minimum of 800 feet by 600 feet in size and may include a storm water detention basin. The switch station would be designed and built to meet SMUD’s specification, guidelines, and standards. The major equipment and associated support structure would include 230kV bus, circuit breakers, disconnect and ground switches, metering, other ancillary equipment and a control building. Station service would be provided to the switch station via a local distribution circuit.

Interconnection Lines

The interconnection of the project to SMUD’s grid would be accomplished through removal of a section of the existing SMUD transmission lines, as shown on Figure 2, and installation of new overhead double circuit lines on galvanized steel mono structure poles or lattice structures to interconnect the new switch station. The new poles would be up to approximately 130 feet tall and extend from the switch station to the existing lines.

From the proposed onsite substation to the proposed 230-kV switch station SMUD proposes to install new overhead generation interconnection lines on galvanized steel mono structure poles. The new poles would be up to approximately 130 feet tall.

The overhead lines (including the overhead transmission lines and the line from the substation to the switch station) would be designed to reduce raptor and other bird collisions and electrocutions in compliance with SMUD's current Avian Protection Plan (APP) standards (SMUD 2016[1]). Avian protection design standards and mortality reduction measures in the SMUD APP include installing flight diverters to increase overhead wire visibility in high-risk collision areas and using 60-inch clearance (minimum vertical separation of 36 inches from phase to ground on single-phase structures or 43 inches between energized conductors and ground on three-phase structures) pole design in eagle/raptor use areas. In addition, the APP requires that avian injuries and mortalities be reported to the SMUD APP Coordinator and that corrective actions be implemented if high mortality rates or avian caused power outages are recorded. Observations of injured or deceased birds during routine inspections are reported to SMUD's APP Coordinator.

Access and Internal Road Improvements

Primary access to the project site during both construction and operation would be provided by existing, or newly constructed, paved, graveled, or dirt roads extending to the project site from Baseline Road, Country Acres Lane, and Phillip Road. Improved (earthen or graveled) roads, approximately 12 to 20 feet wide, would be constructed throughout the site and between arrays to provide access to the solar and BESS equipment and accommodate on-going maintenance of the solar and battery facilities and emergency vehicles. Existing earthen farm roads would be used for construction and maintenance and would be improved with a gravel overlay to minimize impacts to air quality during construction and reduce dust accumulation on nearby almond trees and future solar panels. An existing crossing over Curry Creek could require minor surface improvements, such as mats or steel plates, to accommodate construction traffic. These improvements would not require in-channel work.

Utilities

Existing overhead distribution lines adjacent to and within the project site may be used to provide energy to project infrastructure and personnel during both construction and operation of the project. Additional poles and lines may be required to extend service to proposed project components such as the project generation substation or 230 kV switch station. Some existing distribution lines may need to be removed and/or placed underground.

Fencing and Lighting

The entire project site would be fenced to restrict access to authorized personnel only, improve safety, isolate electrical equipment, protect onsite improvements from theft and vandalism, and minimize potential conflicts with surrounding land use. Six-foot high chain link security fencing topped with three-strand barbed wire supported on inclined steel post extensions would be placed around the perimeter of the new substation. A small gap at the bottom would allow small wildlife species (e.g., small mammals, reptiles, and amphibians) passage under the fence. The final location and design of the fencing would depend on the final design of the project site.

[1] SMUD. 2016 (Updated November 2018) Sacramento Municipal Utility District Avian Protection Plan

The project would include external safety lighting and permanent lighting on the switch station, substation, entrances to the arrays, and certain array or BESS-related equipment such as medium voltage combining switchgear. All lighting shall be light-emitting diode (LED) and comply with dark sky standards. Temporary construction lighting also may be necessary. Construction lighting would be shielded and angled downward. Mobile lighting would be used for nighttime construction and decommissioning activities and would also be shielded and angled downward. Bright white light, such as metal halide, halogen, fluorescent, mercury vapor, and incandescent lighting would not be used during construction or for long-term operations. Lighting at the inverters medium voltage combining switchgear, substation, and switch station would generally be switched off and only switched on if maintenance is required outside of daylight hours. Lighting at entrances would be on motion sensors or on from dusk until dawn and some motion sensor lights would be installed along perimeters for security. These lights would be similar to flood lighting on the front of a home.

Meteorological Station and Telecommunications

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

Setbacks

Setbacks would be established from the project boundary (footprint) to any wetlands.

Construction Activities

Construction of the project would take approximately eighteen months to two years and is proposed to begin as early as winter of 2023 and conclude in 2024 or 2025. Preconstruction activities would include permitting, any required biological and cultural clearance surveys, geotechnical and other surveying, and installation of fencing. Additionally, the contractor would begin to mobilize for construction. Construction mobilization would include preparing and constructing site access road improvements, removal of existing agricultural operations, establishing temporary construction trailers and sanitary facilities, preparing initial construction staging areas, and preparing water access areas near existing onsite wells.

A construction staging and the temporary construction office would be located within the project site. Temporary lighting may be installed to facilitate deliveries and construction management. Construction staging areas would be used to store construction materials, worker parking, and provide a designated area for receiving construction deliveries, including temporary parking for delivery trucks waiting to unload. Other temporary staging/laydown areas would also be established within the main project site during construction. After establishment of the staging area(s), project construction would begin with the initial site preparation work. Within the solar field and interconnection facility areas and following environmental clearance, limited grading may be used to prepare the site for post and PV modules installation. Grading would be minimized to the extent feasible within the solar array. Grading would likely be required for the proposed BESS yard, generation substation, and switch station.

Following site preparation, vertical support posts would be driven into the ground. These posts would hold the support structures, or tables, on which PV modules would be mounted. Trenches for the underground AC and DC cabling and collection, and the foundations for the inverter enclosures and transformers, would be prepared. Trenching would occur within each array to place the AC and DC electrical cables underground. Upon placing the cables in the trenches, the trenches would be backfilled Concrete foundations would be prepared for the BESS, generation substation and switch station components as well as for the interconnection poles.

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

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

Fuel may be stored onsite during peak construction activities and would be stored consistent with standard construction best management practices.

Construction Workforce

The construction workforce (with an expected average of 177 and a peak of 650 construction workers) is expected to arrive at the project site between approximately 6:00 a.m. and 7:00 a.m. and leave the site between approximately 4:00 p.m. and 5:00 p.m., Monday through Friday for most of project construction. During hotter weather, construction crews may arrive earlier and leave later in the evening. Some earlier or later hours and weekend work may also be required to maintain the project construction schedule, complete critical activities, and accommodate deliveries. The number of personnel onsite during nighttime construction would depend upon the nature of the construction activity or materials being delivered to the site. As needed, mobile lighting units would be used to accommodate temporary construction activities.

Access and Traffic

Most of the traffic generated during project construction would be for employees commuting and the delivery of components and equipment. Primary access to the project site during both construction and operation would be provided by an existing road from Baseline Road, as shown in Figure 2.

In addition to construction workforce trips, project construction would require the following types of vehicle trips (all heavy vehicles):

- Equipment and materials deliveries.
- Excavation, debris, and material hauling.
- Visitors, inspectors, management.

Most of the construction traffic would likely originate from Baseline Road via Highway 99. Materials would be delivered generally outside of the peak morning and afternoon traffic hours to the extent feasible and would be delivered to the designated receiving area. The materials would then be distributed within the site as needed. It is estimated that an average of 42 truck trips per day would be needed during construction. The estimated average truck trips per day associated with excavation, debris, and material hauling is six (6).

Grading and Vegetation Removal

Limited grading and vegetation removal is proposed along the access roads, at the location of the inverters and transformers, at the BESS yard, the generation substation, and switch station. Aside from these areas, vegetation removal would generally not occur where solar panels would be installed in areas currently in grassland. Vegetation removal would, however, occur in areas currently planted in almonds.

Other Site Improvements

To help prepare the project site for development of the project, a few other activities would need to be completed:

- Temporary 12 kV line to provide power at staging yards.
- Removal of current agricultural operations such as irrigation for orchards.
- Existing 12 kV lines providing power to wells would be removed or relocated underground.

Construction Waste Management and Recycling

Construction activities would generate waste that in some cases may require off-site disposal. The California Green Building Code requires that at least 65 percent of construction and demolition waste be diverted from landfills.

Construction and demolition waste generated from this project would consist of the following:

- Scrap metal – copper wire, transformers, iron, steel, and aluminum.
- Solid waste – trash, cardboard, wood products, inert organics, non-hazardous solar panels, and concrete.
- Universal waste – Inverters, DC disconnect, battery pack, and power meters.
- Hazardous waste – Lubricants and oils, spill clean-up debris, and solar panels that meet the characterization of a hazardous waste.
- Organic agriculture biomass, such as any removed orchard trees, would be chipped on site and used as mulch.

All waste shipped offsite would be transported in accordance with the Department of Transportation, Code of Federal Regulations (CFR) Title 49, Subtitle B, Chapter I and CCR, Title 13, Division 2.

Hazardous waste generated would be properly stored and disposed of in accordance with federal, state, and local regulations. No hazardous waste is expected to be generated during construction; however, construction equipment uses various hazardous materials (diesel fuel, oil, solvents, etc.). If disposal of these materials would be needed, it would be done off site in accordance with all applicable laws pertaining to the handling and disposal of hazardous waste.

Operation and Maintenance Activities

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

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

Preventive maintenance kits and certain critical spare equipment would be stored onsite, while all other components would be readily available from a remote warehouse facility.

Safety Controls

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

Decommissioning and Site Restoration

At the end of the project's useful life (anticipated to be 30 to 35 years or more), it would be decommissioned. Based on current decommissioning practices, as a reasonable-worst case scenario, this document assumes that environmental impacts generated during future decommissioning would be similar to those generated during project construction.

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

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

Generally, only those portions of the underground collection system that would conflict with future land uses would be removed. Components of an underground system that would not conflict with other land uses typically would be kept in place to minimize disturbances to existing vegetation. Similarly, access roads that would conflict with other land uses would be removed and the aggregate recycled, and roads that are compatible with other land uses would be left in place. Overhead electrical collection lines, poles, and associated components would be disassembled and removed, and reprocessed, sold, salvaged, or otherwise disposed of in an appropriate manner.

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

Some grading may be required to re-contour access road areas or address erosion. Future site restoration activities are assumed to be similar to the procedures used during construction to restore temporarily disturbed areas.

Potential Environmental Effects: The EIR will describe the significant direct and indirect environmental impacts of the project. The EIR also will evaluate the cumulative impacts of the project, defined as impacts that could be exacerbated when considered in conjunction with other related past, present, and reasonably foreseeable future projects. SMUD anticipates that the project could result in potentially significant environmental impacts in the following resource areas, which will be further evaluated in the EIR:

- **Aesthetics:** Temporary and long-term changes in scenic views or visual character of the project site as viewed by motorists on Baseline Road and Philip Road and recreationalists, along with the potential for glare.
- **Agriculture:** Temporary or long-term changes to existing environment and conversion of farmland to non-agricultural use.
- **Air Quality:** Temporary increases in air pollutant emissions associated with construction and operation associated with mobile-source emissions from maintenance worker trips and operation of the emergency backup generator.
- **Biological Resources:** Temporary disturbances or permanent losses of habitats and wildlife corridors; temporary disturbances or permanent losses of state or federally protected wetlands; temporary disturbances or permanent losses of special-status plant species; and construction disturbances or take of special-status terrestrial and aquatic species.
- **Cultural Resources:** Temporary or permanent disturbances of known or unknown historical or archaeological resources.
- **Geology and Soils:** Potential soil erosion or loss of topsoil during construction; and potential impacts related to unstable soils, earthquakes, unique geological features, and expansive soils at the project site.
- **Greenhouse Gas Emissions:** Temporary increases in greenhouse gas emissions associated with mobile-source exhaust from construction worker commute trips, truck haul trips, and equipment (e.g., excavators, graders), with much greater long-term decreases in greenhouse gas emissions due to replacement of electrical generation by fossil fuel power plants.

- **Hazards and Hazardous Materials:** Potential spills of hazardous materials during construction; potential exposure of workers to hazardous materials during construction; and increased exposure to wildland fire risk during construction.
- **Hydrology and Water Quality:** Potential temporary and permanent alterations of local drainage patterns and increases in stormwater peak flow and volumes and potential downstream runoff effects; temporary effects on water quality during construction, including spills of fuel or other hazardous materials; and potential impacts to Federal Emergency Management Agency (FEMA) and local 100-year floodplains and floodways and drainage facilities throughout the site.
- **Land Use and Planning:** Compliance with local and regional adopted plans.
- **Noise:** Temporary increases in noise (including off-site, truck traffic noise) and vibration levels during construction.
- **Public Services**: Potential impacts to fire and emergency services and maintenance of public roads.
- **Transportation and Traffic:** Temporary increases in traffic and traffic hazards on local roadways (including Philip Road and Baseline Road) during construction.
- **Tribal Cultural Resources:** Potential substantial adverse changes to tribal cultural resources.
- **Wildfire:** Potential increased exposure to wildland fire risk during construction.

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

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

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

Federal

- **U.S. Army Corps of Engineers:** Compliance with Section 404 of the Clean Water Act (CWA) for discharge of fill to Waters of the U.S.
- **U.S. Fish and Wildlife Service:** Section 7 of the Endangered Species Act (ESA) Consultation. Letter of Concurrence for a Not Likely to Adversely Affect (NLAA) determination.
- **State Historic Preservation Office (SHPO):** Compliance with Section 106 of the National Historic Preservation Act (required in support of CWA Section 404 permit, if needed)

- **Federal Emergency Management Agency (FEMA):** Conditional Letter/Letter of Map Revision (CLOMR/LOMR) for floodplain boundary.

State

- **State Water Resources Control Board:** Clean Water Act Section 402, construction general permit.
- **Central Valley Regional Water Quality Control Board:** Clean Water Act Section 401, water quality certification; and/or waste discharge permit for waters of the state, if applicable.
- **California Department of Fish and Wildlife:** Compliance with California Endangered Species Act (CESA), potential permits under Section 2081 of the Fish and Game Code if take of listed species is likely to occur; and Section 1602 streambed alteration agreement for construction activities that occur within the bed, bank or channel of waterways.
- **California Department of Transportation:** Encroachment permit and/or transportation management plan for any oversized equipment, such as transformers.

Local

- **Placer County:** Conditional Use Permit (CUP); Improvement Plans/Grading Permit, Encroachment Permits.
- **Placer County Air Pollution Control District (PCAPCD):** Submittal of a Dust Control Plan, pursuant to PCAPCD Rule 228, for ground disturbance of an area greater than one acre.

Document Availability: the NOP is available for public review on SMUD's website: www.smud.org/ceqa. Printed copies of the NOP are also available for public review at the following locations:

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

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

Public Scoping Meeting: A public scoping meeting will be conducted by SMUD to inform interested parties about the project, and to provide agencies and the public with an opportunity to provide comments on the scope and content of the EIR. The meeting time and location are as follows:

December 8, 2021
Time: 4:00 – 5:00 p.m.
Location: Virtual
Link to Zoom meeting can be found at www.smud.org/countryacres

Comment Period: Agencies and interested parties may provide SMUD with written comments on topics to be addressed in the EIR for the project. Comments can be provided anytime during the NOP review period, but must be received by 5:00 p.m. on December 21, 2021. Please send all comments, with appropriate contact information, to the following address via hard copy or email:

Amy Spitzer
Sacramento Municipal Utility District
Environmental Services Department
6201 S Street, MS B209
Sacramento, CA 95817
CountryAcres@smud.org

All comments on environmental issues received during the public comment period will be considered and addressed in the Draft EIR, which is anticipated to be available for public review in spring 2022.