

**MRWTP Phase Two Expansion Project
Subsequent
Environmental Impact Report
Public Review Draft**

Executive Summary

November 2004

Executive Summary

Introduction

This summary presents the major findings of this Draft Subsequent Environmental Impact Report (SEIR).

Project Overview

The Modesto Irrigation District (MID) is proposing to construct and operate the Phase Two Expansion of the Modesto Regional Water Treatment Plant (MRWTP), and associated facilities. The City of Modesto (City) is proposing to construct and operate new water storage tanks, pipelines, and associated facilities. All of these facilities are needed to provide adequate municipal and industrial water supply within the City's service area.

MID and the City have determined that, because of the additional level of detail known about the project and the potential for changed conditions since the certification of the 1990 Final Environmental Impact Report for the MRWTP, the preparation of a Subsequent EIR (SEIR) is warranted to disclose any new or significantly more severe impacts associated with the Phase Two project as currently proposed. This SEIR is limited to information and analysis associated with changes in the project, or the conditions under which the project is undertaken, that could cause the project to result in new or more severe impacts other than those identified in the 1990 EIR. MID and the City are both lead agencies on this project.

Project Area

The project lies within the Tuolumne and San Joaquin River watersheds in Stanislaus County, California, and the downstream facilities are primarily within the City of Modesto's Sphere of Influence. The Tuolumne River flows from Don Pedro Reservoir and continues through the cities of Waterford and Modesto, eventually converging with the San Joaquin River.

MID uses water from the Tuolumne River, with Don Pedro Reservoir serving as the primary water storage facility and Modesto Reservoir serving as a smaller

offstream holding reservoir. MID provides electric, irrigation, and domestic water service to the greater Modesto area.

Project Background

In 1990, MID, the City, and the former Del Este Water Company (former Del Este) cooperated to build the MRWTP, pipelines, and terminal reservoir/pump station to provide a new, reliable supply of drinking water for Modesto area residents. Except as noted below, all Phase One facilities were constructed and put into operation by 1995. Since then, the City has acquired the former Del Este water system, thereby becoming MID's sole customer for treated water. The portion of the City's water service area that is supplied by MID—including the former Del Este service area—and the MRWTP site are illustrated in Figure 2-1, *Location Map*.

The plant was designed to be constructed in two phases: the Phase One project, which would treat up to 30 million gallons per day (mgd) annually, and the Phase Two project, which would expand the MRWTP to 60 mgd (annual capacity).¹ Both phases included transmission and distribution piping², storage, pumping, and control valves. Both the Phase One and Phase Two projects were the subject of a 1990 Environmental Impact Report (EIR) (SCH# 1989020044) (MID 1990). The Phase One improvements have already been constructed.

Phase One facilities included two 5-million-gallon (MG) terminal water storage tanks and pumping facility. The pump station discharges water into the MID transmission system for conveyance to the City's water transmission and distribution system through a number of MID turnouts. Flow control valves and meters are now needed with the expanded facilities.

Two City water storage tanks and pumping facilities, one located in the northern portion and the other in the western portion of the City, were recommended in the *Modesto Domestic Water Project Transmission Facilities Pre-Design: Hydraulic Analysis and Report* (Modesto Irrigation District 1991) for completion following the Phase One project. Neither of these proposed water storage tanks or pump stations were constructed as part of the Phase One project. Since the 1991 analysis, the City has also determined that a third tank is necessary in the southern portion of Modesto. These tanks would help alleviate low pressure during high-demand periods in the City and enable the City to utilize the full treated surface water supply capacity that would be produced by the Phase Two project.

¹ 30 million gallons per day (mgd) = 33,600 acre-feet per year (afa); these terms are used interchangeably throughout the SEIR document. The 30 mgd and 60 mgd capacities are annual amounts. The plant will have peaking capabilities greater than these capacities to accommodate peak demand conditions.

² "Tank pipeline" will be used throughout this document to refer to piping that connects directly to tanks. "Main pipeline" will refer to the larger centralized pipelines.

The environmental setting sections in Chapter 3 of this SEIR describe the current baseline conditions, which include operation of Phase One facilities. The Initial Study/Notice of Preparation (Appendix A) identifies areas of potential environmental impacts, which were further analyzed in Chapter 3, and those that were dismissed from further analysis based on the 1990 EIR.

Project Objectives and Need

The objectives of the proposed project are to

- provide water treatment and delivery capacity through expansion of MID's existing MRWTP and terminal reservoir/pump station in order to provide existing users with a reliable source of potable water and accommodate future planned development in the City, in accordance with the City of Modesto's Urban Area General Plan (General Plan);
- manage the water resources of MID to provide a safe, reliable and sustainable supply for MID's agricultural and urban customers;
- put MID's water rights to beneficial use for the benefit of the residents of MID;
- meet peak treated water demands and maintain pressures for existing users;
- improve water supply reliability for the City;
- increase operational flexibility and reliability in the City's water transmission and distribution system;
- develop a more comprehensive conjunctive use system for domestic water treatment and delivery and reduce the City's reliance on groundwater; and
- use environmentally sensitive and cost-effective modes of achieving the above objectives.

The project is needed to provide adequate water supplies that will meet regulatory requirements, provide existing users with a reliable water source, and keep pace with the City's projected growth. The City has lost significant potable water production due to the need to discontinue usage of a number of wells over the last 15 years. The City's General Plan projects population to grow within the City, from a current population of approximately 206,200 to approximately 400,000 by build-out of the general plan area. The additional 30 mgd from the Phase Two project will provide a portion of the potable water requirements for this projected population increase.

The City currently provides water to its residents through use of groundwater wells and the Phase One project. In recent years, numerous groundwater wells have gone out of production as a result of aquifer contamination, increasing the need for reliance on surface water resources such as those provided by MID. At present, the City is close to its maximum water delivery capacity based on groundwater resources and the Phase One MRWTP capacity. In addition, the system suffers pressure problems as water moves west throughout the City's

distribution system, creating the need for additional downstream facilities to increase operational flexibility and reliability.

Project Description

The Phase Two project includes two main components:

1. the expansion of the MRWTP, which would allow MID to provide an additional 33,600 afa of treated domestic water annually to the City; and
2. the construction of downstream facilities within the City, including water storage tanks, pump stations, distribution pipelines, and pressure-regulating control valves.

The MRWTP would continue to be owned and operated by MID; the downstream facilities are assumed to belong to the City. Water from the MRWTP would continue to be conveyed from the MRWTP near Modesto Reservoir to the City water system through an existing water transmission system constructed as part of the Phase One project.

The water treatment plant expansion will occur on the same parcel as the existing MRWTP site. The MRWTP expansion is substantively similar to the Phase Two expansion described in the 1990 EIR.

Improvements to the City water distribution system would consist of three water storage tanks and related appurtenances, including pump stations, pipelines to connect the water storage tanks to the City's existing distribution infrastructure, up to 30 control valves on turnouts, and three additional main pipelines to move water throughout the City. While most of these project components were identified in the project description of the 1990 EIR, they were not subjected to a site-specific environmental analysis in that document. In this SEIR, nine alternative tank sites and seven alternative main pipeline alignments are considered at an equal level of detail to allow flexibility in ultimate design and construction.

As part of the proposed project, MID has filed a petition with the State Water Resources Control Board (SWRCB) for a water transfer to the City of 67,200 afa. This transfer and the associated facilities described above will supply water in support of current and planned growth within the City of Modesto as envisioned in the City and MID's 2000 Urban Water Management Plan (City of Modesto and Modesto Irrigation District, 2000), the City's Urban Area General Plan (City of Modesto 1995a), and the Urban Area General Plan Master EIR (City of Modesto 2003a).

A more detailed Project Description is provided in Chapter 2.

Areas of Known Controversy

Through issuance of a Notice of Preparation (NOP), a scoping meeting held on February 9, 2004 and informal outreach, responsible agencies, interested organizations, and individuals were provided the opportunity to submit both written and oral comments concerning the scope of this Draft SEIR, the alternatives to be considered, and issues of concern and controversy. The comments are on file with the Modesto Irrigation District in Modesto, California. All comments provided were considered during the development of the Draft SEIR and consideration of alternatives.

Some of the issues raised could be considered controversial by some stakeholders. These issues are discussed below. Individuals may not agree that these issues are controversial or may think that other issues that are not discussed below are controversial. The intent of this discussion is not a comprehensive presentation of issues and concerns; the intent is to highlight the issues of apparent greatest concern raised in comment to date.

- **Agriculture.** Concern was raised that the locations of the proposed water storage tanks would result in the conversion of agricultural lands and land under Williamson Act contract to non-agricultural uses.
- **Air Quality.** Construction and operation of the proposed project could generate air pollutants such as reactive organic gases (ROG), nitrogen oxides, carbon monoxide, and particulate matter less than 10 micrograms in diameter (PM10). In addition, concern was raised about the use of diesel-powered equipment and vehicles because diesel emissions present a potential toxic risk to humans.
- **Fall-run Chinook salmon and steelhead.** Questions were raised as to whether the water supply for the expanded plant could reduce Tuolumne River flows. Concern was expressed about the potential adverse impacts to lotic and adjacent riparian habitats and the associated fish and wildlife populations.
- **Loss of riparian habitat at Dry Creek.** Concern was raised about the possible loss of riparian habitat adjacent to Dry Creek resulting from installation of water delivery pipelines across the creek.

Key Issues and Significant Impacts

This section discusses key issues of concern relative to the proposed project and the conclusions of this document regarding those issues, as well as any significant impacts that were identified. This is not a comprehensive discussion of impacts of the proposed project, for which the reader is directed to Table ES-1, *Summary of Impacts and Mitigation Measures*, at the end of this chapter.

As determined by the Initial Study circulated in January 2004, environmental factors potentially affected by the proposed project include:

- aesthetics,
- agricultural resources,
- air quality,
- biological resources,
- cultural resources,
- noise,
- population/housing,
- recreation, and
- utilities.

Chapters 3 and 4 of this SEIR document address each of the environmental factors and impacts of the proposed project.

Specific issues determined in this SEIR to have significant and unavoidable impacts relate to aesthetics, agricultural resources, and growth inducement, as summarized below. See Sections 3.1, *Aesthetics*; 3.2, *Agricultural Resources*; 3.3, *Air Quality*; 3.6, *Population and Housing*; and 4.2, *Growth-Inducing Impacts* for a detailed discussion of these impacts.

Water Transfer

The expansion of the MRWTP and associated water transfer would lead to minor operational changes to Don Pedro Reservoir and Modesto Reservoir. There will be no substantial changes in releases to the Tuolumne River. The water supply would be obtained through the conversion of irrigated agricultural land in the City of Modesto's planning area to urban uses. As a result, the project would not result in any net increase in water demand.

The frequency and magnitude of operational changes was evaluated using a spreadsheet model adapted from the statewide planning model CALSIM II (discussed in more detail in Appendix E, *Water Supply Modeling*). Changes in reservoir levels and river flows were found to be very small and would not alter water quality in Don Pedro Reservoir or the Tuolumne River, or affect geomorphic forces in the Tuolumne River. As a result, the project was not found to have potential for significant impacts to water quality, fisheries and other aquatic resources, or recreational activities in Don Pedro Reservoir or the Tuolumne River. Similarly, no adverse impacts to Delta outflow and salinity, or New Melones Reservoir operations, were identified, and the project would not affect any other legal users of water.

Sections 3.4, *Water Resources*; 3.9, *Biological Resources*; and 3.7, *Recreation*, discuss the changes in operations, and potential impacts in more detail.

Agriculture

The proposed water storage tanks have the potential to convert as much as 10 acres of Prime Farmland to nonagricultural use if sites N-1, N-2, N-3, W-2, and/or W-3 are selected and developed. This impact is considered significant and unavoidable. Similarly, sites N-2, N-3, and W-2 are currently under Williamson Act contracts; use of these sites would also result in significant and unavoidable impacts related to these contracts.

The project as a whole would allow for ongoing urban development in accordance with the City of Modesto's General Plan. As a result, it would have indirect impacts related to conversion of farmland within the City's Planning Area to non-agricultural uses. This impact is considered significant and unavoidable.

It should be noted that many of these impacts would occur regardless of the proposed project, as a result of ongoing approved growth in the City that will result in agricultural conversion to non-agricultural uses, and the future land uses of the water storage tank sites identified in the City's General Plan (industrial, business park, and village residential).

Aesthetics

Four of the proposed water storage tank sites (Sites N-3, W-1, W-2, and W-3) are visible from a limited number of residences in their vicinity. Other sites (N-1, N-2, W-2, S-1, S-2, and S-3) are visible from adjacent industrial uses. Residents and businesses with views of the construction sites would be highly sensitive to changes in their views. Screening and other measures have been proposed; however, residual impacts are expected that would be considered significant and unavoidable.

After construction, various measures will be incorporated into the project to reduce the visual impact of the water storage tanks. These measures will include building and fencing materials compatible with the surrounding neighborhood, non-glare paint and coverings, partial burial of the tanks, landscaping and use of berms, and shielding for lights. (For more detail, please refer to the Project Description.) Although the project proponent will implement these mitigation measures, for some tank sites where partial burial is not feasible, these impacts are still considered significant and unavoidable.

Air Quality

Because of the extreme nonattainment status for ozone in the San Joaquin Valley, emissions of ozone and ozone precursors from construction activities, and to a lesser degree, project operations, is considered to be a significant and unavoidable impact. MID and the City have committed to implement multiple

measures to reduce the effects of emissions; however, no means were found to reduce this impact below significance thresholds.

Noise

Construction of the project in the City was found to have cumulatively significant and unavoidable impacts due to generation of short-term noise in combination with other construction activities with overlapping timeframes in the City. Project-related construction noise would be reduced to the extent feasible by the implementation of best management practices and environmental commitments; however, these measures would not be able to fully eliminate construction-related noise.

Growth Inducement

The proposed project would remove a primary obstacle to growth within the City of Modesto, namely, a reliable source of water supply. For this reason, the project is considered to be growth inducing. The growth associated with the project would be in accordance with the City's General Plan, which also found the growth to be significant and unavoidable. It bears noting that the California Environmental Quality Act (CEQA) does not consider growth to be either a positive or negative impact; also, the project would not result in disorderly growth, as it is being conducted in accordance with the General Plan.

Alternatives Considered

Two alternative MRWTP expansion options, nine alternative locations for the water storage tanks, and seven alternative pipeline alignments, as well as a No Project Alternative and a Delayed Alternative, were evaluated and fulfill the CEQA requirement for an alternatives analysis for the the proposed project.

Several alternatives associated with the expansion of the MRWTP were previously analyzed in the 1990 EIR, and are not revisited in this SEIR. These included four main alternatives, several with multiple sub-alternatives. Primary characteristics of the alternatives included alternate treatment plant locations and methods of conveying water from Don Pedro Reservoir to the treatment plant. The SEIR considers two different technologies for MRWTP expansion as new alternatives—the membrane option and the conventional option.

The No Project Alternative would require the construction of new groundwater wells, additional well-head treatment, and the development of groundwater recharge basins as analyzed in the 1990 EIR.

The Delayed Alternative would postpone construction of the project indefinitely. Problems related to limited water supply, water pressure, and operational reliability in the City's system would continue until construction occurred.

No Project Alternative

Under the No Project Alternative, expansion of the MRWTP would not occur and downstream City facilities would not be constructed. The City would continue to rely on groundwater and treatment capacity of the Phase One MRWTP.

While the No Project Alternative would reduce or avoid many of the impacts associated with the proposed project, it would increase use of groundwater, leading to a net deficit in aquifer levels, increased supply cost due to reliance on expensive treatment systems, and reduced system reliability. It is also inconsistent with plans to supply water in support of growth in the City of Modesto, as outlined in the City's General Plan and other documents.

Delayed Alternative

The Delayed Alternative would delay construction of the project indefinitely. In general, the result would be a continuance of problems related to the existing system and water supply limitations. Development could be constrained if adequate water supplies or pressures were not available, and so this alternative would have the potential to reduce the identified significant growth-inducing impacts of the proposed project. The alternative would also delay impacts of the proposed project for an indefinite period until construction occurs. In the interim, some conditions would degrade (e.g., traffic), and the resulting construction-related impacts would be exacerbated.

MRWTP Expansion Options

The membrane option, because it would occupy a smaller footprint and have a shorter construction duration, would have reduced construction-related impacts relative to the conventional option, such as dust generation, vehicle emissions, construction-related traffic, and noise.

Alternative Water Storage Tank Sites

The alternative water storage tank sites have been previously mentioned as part of the proposed project. Impacts associated with the various water storage tank sites are identified in Table ES-1. An environmentally superior alternative was identified for each of the three proposed tanks, primarily based on avoidance of impacts to aesthetics, agricultural resources, and biological resources. The environmentally superior sites are identified below and discussed in Chapter 5.

Alternative Main Pipeline Alignments

Impacts associated with the alternative main pipeline alignments are identified in Table ES-1. An environmentally superior alternative was identified for each of the three proposed alignments, primarily based on reductions in traffic and other construction-related impacts. The environmentally superior alignments is identified below and discussed in Chapter 5.

Environmentally Superior Alternatives

While the proposed project is not considered an alternative per se, it is considered environmentally superior to either of the alternatives that address the project as a whole (i.e., the No Project and the Delayed Alternatives). However, among the alternatives that address the project as a whole, the No Project Alternative is identified as the environmentally superior alternative because it would alleviate many of the impacts associated with the Delayed Alternative. Because CEQA requires selection of another environmentally superior alternative if the No Project Alternative is initially selected as the environmentally superior alternative, the Delayed alternative was identified as environmentally superior.

In addition, an environmentally superior alternative was identified for each of the to MRWTP expansion options, the three tanks and three main pipelines. The membrane option is identified as the environmentally superior alternative for the MRWTP expansion. Alternative site N-1 is identified as the environmentally superior alternative for the north tank. Alternative site W-1 is identified as the environmentally superior alternative for the west tank. Alternative site S-1 is identified as the environmentally superior alternative for the southeast tank. The environmentally superior alternative for the North-South pipeline is identified as the Virginia Corridor. The Orangeburg alignment is identified as the environmentally superior alternative for the East/West pipeline. Finally, the Oregon Drive alignment is identified as the environmentally superior alternative for the Southern pipeline.

Summary of Impacts and Mitigation Measures and Levels of Significance

The impacts of the proposed project, proposed mitigation, and significance conclusions are discussed in detail in Chapters 3 and 4. Table ES-1 summarizes the impacts, mitigation measures, and levels of significance identified in this document.

Table ES-1. Summary of Impacts and Mitigation Measures

| Impact | MID | City Facilities | | | | | | | | | | | | | | | | | Mitigation | |
|---|-------|-----------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|----------------|----------------|----------------|-------------------|------------|--------------------|---------------|--------------|------------|--|
| | | Tank Sites & Associated Pipelines | | | | | | | | | Main Pipelines | | | | | | | | | |
| | MRWTP | N-1 | N-2 | N-3 | W-1 | W-2 | W-3 | S-1 | S-2 | S-3 | Control Valves | Briggsmore Ave | Orangeburg Ave | Virginia Corridor | Tully Road | Yosemite Boulevard | M&ET Railroad | Oregon Drive | | |
| Aesthetics | | | | | | | | | | | | | | | | | | | | |
| AES-1: Adverse Effect on Views of Open Space During Construction | LS | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | No mitigation required. |
| Impact AES-2: Adverse Effect on Views of Open Space During Operation | LS | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | No mitigation required. |
| Impact AES-3. Adverse Effect on Views of Open Space During Construction | n/a | LS | LS | SU | SU | SU | SU | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | Environmental Commitments CS-1 – CS-3, as stated in the Project Description. |
| Impact AES-4. Adverse Effect on Views of Open Space During Operation | n/a | SU | SU | SU | SU | SU | SU | LS | LS | LS | LS | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | Environmental Commitments SD-1 – SD-7, as stated in the Project Description. |
| Impact AES-5. Changes in Light and Glare | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | Environmental Commitments SD-1 – SD-7, as stated in the Project Description. |

Impacts:

SU = significant and unavoidable

S = significant but mitigable

PS = potentially significant but mitigable

LS = less than significant

NI = no impact

B = beneficial impact

n/a = not applicable

| Impact | MID | City Facilities | | | | | | | | | | | | | | | | | Mitigation | |
|---|-----|-----------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|----------------|----------------|----------------|-------------------|------------|--------------------|---------------|--------------|------------|---|
| | | Tank Sites & Associated Pipelines | | | | | | | | | Main Pipelines | | | | | | | | | |
| MRWTP | | N-1 | N-2 | N-3 | W-1 | W-2 | W-3 | S-1 | S-2 | S-3 | Control Valves | Briggsmore Ave | Orangeburg Ave | Virginia Corridor | Tully Road | Yosemite Boulevard | M&ET Railroad | Oregon Drive | | |
| Agricultural Resources | | | | | | | | | | | | | | | | | | | | |
| Impact AG-1: Conversion of Prime Farmland to Non-Agricultural Use | NI | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | No mitigation required. |
| Impact AG-2: Conflict with Existing Zoning for Agricultural Use or Williamson Act Contracts | NI | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | No mitigation required. |
| Impact AG-3: Conflict with Agricultural Uses on Nearby Properties and Long-Term Indirect Conversion of Farmland to Non-Agricultural Use | SU | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | No mitigation available. |
| Impact AG-4: Conversion of Prime Farmland to Non-Agricultural Use | n/a | SU | SU | SU | NI | SU | SU | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | Mitigation Measure AG-4: Compensation for Loss of Farmland. Mitigation determined to not be feasible. |
| Impact AG-5: Conflict with Existing Zoning for Agricultural Use or Williamson Act Contracts | n/a | NI | SU | SU | NI | SU | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | No mitigation feasible. |

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| Impact | MID | City Facilities | | | | | | | | | | | | | | | | | Mitigation | |
|---|-------|-----------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|----------------|----------------|----------------|-------------------|------------|--------------------|---------------|--------------|------------|--|
| | | Tank Sites & Associated Pipelines | | | | | | | | | Main Pipelines | | | | | | | | | |
| | MRWTP | N-1 | N-2 | N-3 | W-1 | W-2 | W-3 | S-1 | S-2 | S-3 | Control Valves | Briggsmore Ave | Orangeburg Ave | Virginia Corridor | Tully Road | Yosemite Boulevard | M&ET Railroad | Oregon Drive | | |
| Impact AG-6: Conflict with Agricultural Uses on Nearby Properties and Long-Term Conversion of Farmland to Non-Agricultural Use | n/a | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | No mitigation available. |
| Air Quality | | | | | | | | | | | | | | | | | | | | |
| Impact Air-1: Temporary Increase in Construction-Related Emissions during Construction Activities of the MRWTP Expansion | SU | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | Environmental Commitment AQ-1, AQ-2, GC-3, GC-6, GC-7, and GC-10, as in the Project Description. |
| Impact Air-2: Emissions during operation of standby generators | SU | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | No feasible mitigation. |
| Impact Air-3: Construction-Related Diesel Health Risk | LS | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | No mitigation required. |
| Impact Air-4: Growth-Related Vehicle Emissions | SU | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | No feasible mitigation. |
| Impact Air-5: Temporary Increase in Construction-Related Emissions during Construction Activities of the City of Modesto Facilities | n/a | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | Environmental Commitment AQ-1, AQ-2, GC-3 – GC-7, and GC-10, as in the Project Description. |

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| Impact | MID | City Facilities | | | | | | | | | | | | | | | | | Mitigation | |
|--|-----|-----------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|----------------|----------------|----------------|-------------------|------------|--------------------|---------------|--------------|------------|--|
| | | Tank Sites & Associated Pipelines | | | | | | | | | Main Pipelines | | | | | | | | | |
| MRWTP | | N-1 | N-2 | N-3 | W-1 | W-2 | W-3 | S-1 | S-2 | S-3 | Control Valves | Briggsmore Ave | Orangeburg Ave | Virginia Corridor | Tully Road | Yosemite Boulevard | M&ET Railroad | Oregon Drive | | |
| Impact Air-6: Emissions during operation of standby generators | n/a | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | No feasible mitigation. |
| Impact Air-7: Construction-Related Diesel Health Risk | n/a | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | No mitigation required. |
| Impact Air-8: Growth-Related Vehicle Emissions | n/a | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | No feasible mitigation. |
| Water Resources | | | | | | | | | | | | | | | | | | | | |
| Impact WR-1: Change in Drainage Patterns on the MRWTP Site | LS | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | Environmental Commitment WQ-1, as in the Project Description. |
| Impact WR-2: Construction-Related Water Quality Effects | LS | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | Environmental Commitment WQ-1 – WQ-3, as in the Project Description. |
| Impact WR-3: Water Quality Impacts from the MRWTP Expansion | LS | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | No mitigation required. |
| Impact WR-4: Changes in Reservoir Operations and Tuolumne River Releases | LS | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | No mitigation required. |
| Impact WR-5: Water Quality Impacts from Project Operations | LS | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | No mitigation required. |

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SU = significant and unavoidable

S = significant but mitigable

PS = potentially significant but mitigable

LS = less than significant

NI = no impact

B = beneficial impact

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| Impact | MID | City Facilities | | | | | | | | | | | | | | | | | Mitigation | |
|--|-----|-----------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|----------------|----------------|----------------|-------------------|------------|--------------------|---------------|--------------|------------|---|
| | | Tank Sites & Associated Pipelines | | | | | | | | | Main Pipelines | | | | | | | | | |
| MRWTP | | N-1 | N-2 | N-3 | W-1 | W-2 | W-3 | S-1 | S-2 | S-3 | Control Valves | Briggsmore Ave | Orangeburg Ave | Virginia Corridor | Tully Road | Yosemite Boulevard | M&ET Railroad | Oregon Drive | | |
| Impact WR-6: Decline in Groundwater Quantity | NI | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | No mitigation required. |
| Impact WR-7: Water Rights | LS | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | No mitigation required. |
| Impact WR-8: Flood Hazards | NI | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | No mitigation required. |
| Impact WR-9: Seiche, Tsumani, or Mudflow Hazards | NI | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | No mitigation required. |
| Impact WR-10: Change in Drainage Patterns | n/a | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | NI | NI | NI | NI | NI | NI | NI | NI | Environmental Commitment WQ-1, as in the Project Description. |
| Impact WR-11: Construction-Related Water Quality Effects | n/a | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | Environmental Commitments WQ-1 – WQ-3, as in the Project Description. |

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| Impact | MID | City Facilities | | | | | | | | | | | | | | | | | Mitigation | |
|---|-------|-----------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|----------------|----------------|----------------|-------------------|------------|--------------------|---------------|--------------|------------|---|
| | | Tank Sites & Associated Pipelines | | | | | | | | | Main Pipelines | | | | | | | | | |
| | MRWTP | N-1 | N-2 | N-3 | W-1 | W-2 | W-3 | S-1 | S-2 | S-3 | Control Valves | Briggsmore Ave | Orangeburg Ave | Virginia Corridor | Tully Road | Yosemite Boulevard | M&ET Railroad | Oregon Drive | | |
| Impact WR-12: Water Quality Impacts from Increased Drainage | n/a | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | LS | NI | NI | NI | NI | NI | NI | NI | Environmental Commitment WQ-1, as in the Project Description. Mitigation Measure WR-12a: Street Sweeping Mitigation Measure WR-12b: BMPs to Maximize Storm Water Quality. Mitigation Measure WR-12c: Appropriate Design on Retention Facilities. |
| Impact WR-13: Water Quality Impacts from Project Operations | n/a | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | No mitigation required. |
| Impact WR-14: Changes in Groundwater Quantity | n/a | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | No mitigation required. |
| Impact WR-15: Flood Hazards | n/a | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | No mitigation required. |
| Impact WR-16: Seiche, Tsunami, or Mudflow Hazards | n/a | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | No mitigation required. |

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|---|-------|-----------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|----------------|----------------|----------------|-------------------|------------|--------------------|---------------|--------------|------------|--|
| | | Tank Sites & Associated Pipelines | | | | | | | | | Main Pipelines | | | | | | | | | |
| | MRWTP | N-1 | N-2 | N-3 | W-1 | W-2 | W-3 | S-1 | S-2 | S-3 | Control Valves | Briggsmore Ave | Orangeburg Ave | Virginia Corridor | Tully Road | Yosemite Boulevard | M&ET Railroad | Oregon Drive | | |
| Noise | | | | | | | | | | | | | | | | | | | | |
| Impact NZ-1: Exposure of Noise-Sensitive Receptors to Construction Noise | NI | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | No mitigation required. |
| Impact NZ-2: Exposure of Noise-Sensitive Receptors to Noise from Project Operation in Excess of 65 dBA, L _{dn} | NI | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | No mitigation required. |
| Impact NZ-3: Exposure of Noise-Sensitive Receptors to Construction Noise | n/a | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | Environmental Commitments NR-1 – NR-3 and GC-9 – GC-10, as in the Project Description. |
| Impact NZ-4: Exposure of Noise-Sensitive Receptors to Noise from Project Operation in Excess of 65 dBA, L _{dn} | n/a | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | NI | NI | NI | NI | NI | NI | NI | NI | No mitigation required. |
| Population and Housing | | | | | | | | | | | | | | | | | | | | |
| Impact Pop-1. Displacement of Existing Housing Unit | n/a | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | No mitigation required. |

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|---|-------|-----------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|----------------|----------------|----------------|-------------------|------------|--------------------|---------------|--------------|------------|---|
| | | Tank Sites & Associated Pipelines | | | | | | | | | Main Pipelines | | | | | | | | | |
| | MRWTP | N-1 | N-2 | N-3 | W-1 | W-2 | W-3 | S-1 | S-2 | S-3 | Control Valves | Briggsmore Ave | Orangeburg Ave | Virginia Corridor | Tully Road | Yosemite Boulevard | M&ET Railroad | Oregon Drive | | |
| Impact POP-2. Substantial Induction of Growth in the City of Modesto | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | No feasible mitigation. |
| Recreation | | | | | | | | | | | | | | | | | | | | |
| Impact REC-1: Change in Water-Dependent and Water-Enhanced Recreation Use at the Reservoirs and River | LS | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | No mitigation required. |
| Impact REC-2: Temporary Disruption to Recreational Opportunities during Construction | n/a | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | No mitigation required. |
| Cultural Resources | | | | | | | | | | | | | | | | | | | | |
| Impact CR-1: Disturbance to Previously Undiscovered Archaeological Resources | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | Mitigation Measure CR-1: Stop work, contact qualified archaeologist, assess significance of the find, and develop appropriate treatment measures. |

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| Impact | MID | City Facilities | | | | | | | | | | | | | | | | | Mitigation | |
|--|-------|-----------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|----------------|----------------|----------------|-------------------|------------|--------------------|---------------|--------------|---|--|
| | | Tank Sites & Associated Pipelines | | | | | | | | | Main Pipelines | | | | | | | | | |
| | MRWTP | N-1 | N-2 | N-3 | W-1 | W-2 | W-3 | S-1 | S-2 | S-3 | Control Valves | Briggsmore Ave | Orangeburg Ave | Virginia Corridor | Tully Road | Yosemite Boulevard | M&ET Railroad | Oregon Drive | | |
| Impact CR-2: Disturbance to Previously Undiscovered Human Remains | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | Mitigation Measure CR-2: Stop work, notify county coroner, and notify California Native American Heritage Commission if remains are Native American in origin. |
| Impact CR-3: Disturbance to Built Environmental Resources | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | No mitigation required. |
| Impact CR-4: Disturbance to Cultural Resources within Archaeological Resources Zones | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | PS | PS | PS | Mitigation Measure CR-4a: Conduct cultural resources surveys in Archaeological Resources Zones prior to construction. | |
| | | | | | | | | | | | | | | | | | | | | Mitigation Measure CR-4b: Complete a Cultural Resources Treatment Plan. |

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|---|-------|-----------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|----------------|----------------|----------------|-------------------|------------|--------------------|---------------|--------------|--|-------------------------|
| | | Tank Sites & Associated Pipelines | | | | | | | | | Main Pipelines | | | | | | | | | |
| | MRWTP | N-1 | N-2 | N-3 | W-1 | W-2 | W-3 | S-1 | S-2 | S-3 | Control Valves | Briggsmore Ave | Orangeburg Ave | Virginia Corridor | Tully Road | Yosemite Boulevard | M&ET Railroad | Oregon Drive | | |
| Biological Resources | | | | | | | | | | | | | | | | | | | | |
| Impact BIO-1: Potential Effects to Fisheries and Riparian Resources in Don Pedro Reservoir, Modesto Reservoir, Dry Creek, and the Tuolumne River. | LS | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | No mitigation required. |
| Impact BIO-2: Potential Disturbance or Loss of Six Elderberry Shrubs that Provide Habitat for the Valley Elderberry Longhorn Beetle | n/a | NI | NI | NI | NI | NI | NI | NI | PS | PS | NI | NI | NI | NI | NI | PS | PS | PS | Mitigation Measure BIO-2a: Conduct Preconstruction Surveys for Valley Elderberry Longhorn Beetle and Avoid or Compensate for Loss of Habitat. Mitigation Measure BIO-2b: Avoid and Protect VELB Habitat. Mitigation Measure BIO-2c: Transplant Elderberry Shrubs. | |

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|--|-------|-----------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|----------------|----------------|----------------|-------------------|------------|--------------------|---------------|--------------|------------|---|
| | | Tank Sites & Associated Pipelines | | | | | | | | | Main Pipelines | | | | | | | | | |
| | MRWTP | N-1 | N-2 | N-3 | W-1 | W-2 | W-3 | S-1 | S-2 | S-3 | Control Valves | Briggsmore Ave | Orangeburg Ave | Virginia Corridor | Tully Road | Yosemite Boulevard | M&ET Railroad | Oregon Drive | | |
| Impact BIO-3: Loss of up to 15 Acres of Foraging Habitat for Swainson’s Hawk, White-tailed Kite, and other Special-Status and Non-Special-Status Migratory Birds and Raptors | n/a | PS | PS | PS | PS | PS | PS | PS | PS | PS | LS | LS | LS | LS | LS | LS | LS | LS | LS | Mitigation Measure BIO-3: Implement the DFG Guidelines for Swainson’s Hawk Foraging Habitat Mitigation. |
| Impact BIO-4: Potential Disturbance of Nesting Swainson’s Hawks | n/a | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | Mitigation Measure BIO-4: Retain a Qualified Biologist to Conduct a Preconstruction Survey for Nesting Swainson’s Hawk. |
| Impact BIO-5: Loss of Western Burrowing Owl Nesting and Foraging Habitat | n/a | PS | PS | PS | PS | PS | PS | PS | PS | PS | LS | LS | LS | LS | LS | LS | LS | LS | LS | Mitigation Measure BIO-5: Conduct Preconstruction Surveys for Active Burrowing Owl Burrows and Implement the DFG Guidelines for Burrowing Owl Mitigation, if Necessary. |

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| Impact | MID | City Facilities | | | | | | | | | | | | | | | | | Mitigation | |
|--|-------|-----------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|----------------|----------------|----------------|-------------------|------------|--------------------|---------------|--------------|------------|--|
| | | Tank Sites & Associated Pipelines | | | | | | | | | Main Pipelines | | | | | | | | | |
| | MRWTP | N-1 | N-2 | N-3 | W-1 | W-2 | W-3 | S-1 | S-2 | S-3 | Control Valves | Briggsmore Ave | Orangeburg Ave | Virginia Corridor | Tully Road | Yosemite Boulevard | M&ET Railroad | Oregon Drive | | |
| Transportation | | | | | | | | | | | | | | | | | | | | |
| Impact TR-1: Temporary Traffic Increases and Potential for LOS Degradation during Construction of MRWTP | LS | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | Environmental Commitment TC-1, as in the Project Description. |
| Impact TR- 2: Temporary Increase in Parking Demand for Construction Workers and Equipment | NI | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | No mitigation necessary. |
| Impact TR-3: Temporary Traffic Increases and Potential for LOS Degradation during Construction of Water Storage Tanks and Control Valves | n/a | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | Environmental Commitment TC-1, as in the Project Description. |
| Impact TR-4: Temporary Traffic Increases and Potential for LOS Degradation during Construction of Pipelines | n/a | PS | PS | PS | PS | PS | PS | PS | PS | PS | n/a | PS | PS | PS | PS | PS | PS | PS | PS | Environmental Commitment TC-1, as in the Project Description. Mitigation Measure TR-4: Maintain Traffic Lanes and Limit Hours of Construction |

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| Impact | MID | City Facilities | | | | | | | | | | | | | | | | | Mitigation |
|---|-------|-----------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|----------------|----------------|----------------|-------------------|------------|--------------------|---------------|--------------|--|
| | | Tank Sites & Associated Pipelines | | | | | | | | | Main Pipelines | | | | | | | | |
| | MRWTP | N-1 | N-2 | N-3 | W-1 | W-2 | W-3 | S-1 | S-2 | S-3 | Control Valves | Briggsmore Ave | Orangeburg Ave | Virginia Corridor | Tully Road | Yosemite Boulevard | M&ET Railroad | Oregon Drive | |
| Impact TR-5: Temporary Traffic Increases and Potential for Degradation of Traffic Safety during Construction of Pipelines | n/a | LS | LS | LS | LS | LS | LS | LS | LS | LS | n/a | LS | LS | LS | LS | LS | LS | LS | Environmental Commitment TC-1, as in the Project Description. |
| Impact TR-6: Interference with Emergency Access and Circulation during Construction of Pipelines | n/a | LS | LS | LS | LS | LS | LS | LS | LS | LS | n/a | LS | LS | LS | LS | LS | LS | LS | Environmental Commitment TC-1, as in the Project Description. |
| Impact TR-7: Temporary Increase in Parking Demand for Construction Workers and Equipment | n/a | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | LS | LS | LS | LS | LS | LS | LS | No mitigation required. |
| Impact TR-8: Potential Pedestrian and Bicycle Hazards from Pathway and Bikeway Closures or Disruption during Construction of Tank and Main Pipelines. | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | NI | LS | LS | LS | NI | NI | NI | Environmental Commitment TC-1, as stated in the Project Description. |
| Impact TR-9: Potential for Increased Traffic and LOS Degradation from Operation and Maintenance | n/a | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | No mitigation required. |

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|--|-------|-----------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|----------------|----------------|----------------|-------------------|------------|--------------------|---------------|--------------|------------|-------------------------|
| | | Tank Sites & Associated Pipelines | | | | | | | | | Main Pipelines | | | | | | | | | |
| | MRWTP | N-1 | N-2 | N-3 | W-1 | W-2 | W-3 | S-1 | S-2 | S-3 | Control Valves | Briggsmore Ave | Orangeburg Ave | Virginia Corridor | Tully Road | Yosemite Boulevard | M&ET Railroad | Oregon Drive | | |
| Impact TR-10: Increased Parking Demand Due to Operations and Maintenance | n/a | NI | NI | NI | NI | NI | NI | NI | NI | NI | LS | LS | LS | LS | LS | LS | LS | LS | LS | No mitigation required. |
| Cumulative | | | | | | | | | | | | | | | | | | | | |
| Direct Loss of Prime Farmland | NI | SU | SU | SU | NI | SU | SU | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | No mitigation feasible. |
| Direct Loss of Williamson Act Lands | NI | NI | SU | SU | NI | SU | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | NI | No mitigation feasible. |
| Indirect Conversion of Agricultural Lands from Growth | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | No mitigation feasible. |

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|---|-------|-----------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|----------------|----------------|----------------|-------------------|------------|--------------------|---------------|--------------|------------|---|
| | | Tank Sites & Associated Pipelines | | | | | | | | | Main Pipelines | | | | | | | | | |
| | MRWTP | N-1 | N-2 | N-3 | W-1 | W-2 | W-3 | S-1 | S-2 | S-3 | Control Valves | Briggsmore Ave | Orangeburg Ave | Virginia Corridor | Tully Road | Yosemite Boulevard | M&ET Railroad | Oregon Drive | | |
| Construction-Related Emissions of PM10, Ozone, and Ozone Precursors | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | Environmental Commitments AQ-1, AQ-2, GC-3, GC-4, GC-5, GC-6, GC-7, and GC-10 as stated in the Project Description. Mitigation Measure CUME1—Implement enhanced measures to control PM10 generation, as recommended by SJVUAPCD (2002). Mitigation Measure CUME2—Require use of other measures to reduce emissions. |
| Effects on Water Bodies Listed as Impaired | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | LS | No mitigation required. |
| Short-Term Noise Effects from Construction | LS | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | SU | Environmental Commitments NR-1, NR-2, and NR-3 |

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|---|-------|-----------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|----------------|----------------|----------------|-------------------|------------|--------------------|---------------|--------------|------------|---|
| | | Tank Sites & Associated Pipelines | | | | | | | | | Main Pipelines | | | | | | | | | |
| | MRWTP | N-1 | N-2 | N-3 | W-1 | W-2 | W-3 | S-1 | S-2 | S-3 | Control Valves | Briggsmore Ave | Orangeburg Ave | Virginia Corridor | Tully Road | Yosemite Boulevard | M&ET Railroad | Oregon Drive | | |
| Short-Term Disturbance of Wildlife due to Multiple Construction Projects Occurring at the Same Time | LS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | Mitigation Measure BIO-4: Retain a Qualified Biologist to Conduct a Preconstruction Survey for Nesting Swainson's Hawk. |
| Long-Term Loss of Foraging Habitat | NI | PS | PS | PS | PS | PS | PS | PS | PS | PS | LS | LS | LS | LS | LS | LS | LS | LS | LS | Mitigation Measure BIO-3: Implement the DFG Guidelines for Swainson's Hawk Foraging Habitat Mitigation. |
| Construction-Related Traffic Impacts | LS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | PS | Environmental Commitment TC-1. |

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