

APPENDIX A
REGULATORY FRAMEWORK

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A.1 INTRODUCTION

This appendix contains the federal, state, and local regulations that apply to the Concourse B Expansion (Proposed Project) at Sacramento International Airport. These regulations are provided for each resource category that may have potential impacts associated with the Proposed Project or alternatives as identified in Federal Aviation Administration (FAA) Order 1050.1F.¹ For those resource categories that would not be affected by the Proposed Project or alternatives (Coastal Resources; Department of Transportation, Section 4(f); Farmlands; Land Use; Wetlands; and Wild and Scenic Rivers), no regulatory context is provided.

A.2 AIR QUALITY

A.2.1 Federal Regulations

A.2.1.1 *Clean Air Act*

The Clean Air Act (CAA) of 1963 (42 USC Section 7401 et seq.) was the first federal legislation to regulate air pollution. The CAA has been amended numerous times; mostly recently in 1990 (U.S. Environmental Protection Agency, 2024a). The U.S. Environmental Protection Agency (USEPA) is responsible for implementing certain portions of the CAA, including requirements on mobile sources of air pollutants (e.g., motor vehicles, airplanes, or equipment that can be moved from one location to another). State and local agencies implement other portions of the CAA, such as requirements on stationary sources of air pollutants (e.g., factories, refineries, boilers, and power plants).

The USEPA sets National Ambient Air Quality Standards (NAAQS) to protect public health and the environment and has identified the following seven criteria air pollutants for which NAAQS are applicable: carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM₁₀ and PM_{2.5}), and sulfur dioxide (SO₂) (U.S. Environmental Protection Agency, 2024b). These pollutants are termed "criteria" air pollutants because the agency regulates them by developing human health-based and/or environmentally based criteria for establishing permissible levels.

A.2.2 State and Local Regulations

The California Air Resources Board (CARB) establishes California Ambient Air Quality Standards (CAAQS) for the State of California that are often more stringent than federal standards (California Air Resources Board, 2024a). The Sacramento Metropolitan Air Quality Management District (SMAQMD) regulates air quality in

¹ Federal Aviation Administration. 2015. Order 1050.1F, Environmental Impacts: Policies and Procedures. Retrieved March 2024 from https://www.faa.gov/documentlibrary/media/order/1050_1f.pdf

Sacramento County by issuing permits for stationary sources of emissions, conducting inspections, adopting air quality rules and regulations, and performing planning and review activities. For construction activities, contractors must obtain a SMAQMD permit for any construction equipment with an internal combustion engine of over 50 horsepower and must follow dust abatement and Basic Construction Emission Control Practices (BCECPs) (Sacramento Metropolitan Air Quality Management District, 2024a).

A.2.2.1 General Conformity

In November 1993, the USEPA promulgated a set of regulations, Title 40 Code of Federal Regulations Part 93, known as the General Conformity rule. The General Conformity Rule defines a federal action as any activity engaged in by a department, agency, or instrumentality of the Federal Government, or any activity that a department, agency, or instrumentality of the Federal Government supports in any way, provides financial assistance for, licenses, permits, or approves. General Conformity is defined as demonstrating that a project or action conforms to the State Implementation Plan’s (SIP) purpose of eliminating or reducing the severity and number of violations of the NAAQS and achieving expeditious attainment of such standards. Federally funded and approved actions at airports are subject to USEPA’s General Conformity regulations. The General Conformity Rule² applies to all federal actions except for certain highway and transit programs, which must instead comply with the Transportation Conformity Plans (40 Code of Federal Regulations [CFR] Part 93, Subpart A).

The General Conformity Rule includes annual emissions thresholds for nonattainment and maintenance areas that trigger the need for a General Conformity determination and defines projects that are typically excluded from General Conformity requirements. General conformity applies to any criteria pollutants for which an area is categorized as nonattainment or maintenance. An applicability analysis under general conformity consists of preparing an emissions inventory for all project-related direct and indirect emissions and comparing those results with the respective *de minimis* thresholds. The regulation defines the thresholds based on pollutant and attainment/nonattainment designation.

40 CFR Part 93.159(d) notes that when comparing emissions to *de minimis* thresholds, the following scenarios must be considered:

- Emissions in the year of attainment or the farthest year for which emissions are projected in the maintenance plan.

² Revisions to the General Conformity Rule are codified under 40 CFR Parts 51 and 93, Subpart W, Revisions to the General Conformity Regulations, Final Rule (April 2010).

- The year in which the total of direct and indirect emissions from the action are expected to be the greatest on an annual basis.
- Any year for which the SIP has an applicable emissions budget. If emissions in all of these scenarios are less than *de minimis*, no further analysis is needed. If emissions are above *de minimis*, a conformity determination is required.³

Since the General Conformity Rule applies to federally funded projects in USEPA-designated nonattainment and maintenance areas, the General Conformity requirements apply to the Proposed Project.⁴

A.3 BIOLOGICAL RESOURCES

A.3.1 Federal Regulations

A.3.1.1 *Federal Endangered Species Act*

The federal Endangered Species Act (ESA) protects plants and wildlife that are listed by the USFWS and National Marine Fisheries Service (NMFS) as endangered or threatened.

Section 9 of the ESA prohibits the “take” of federally-listed species, where take is defined as to “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in such conduct” (U.S. Fish and Wildlife Service, 2024b). For plants, this statute governs removing, possessing, maliciously damaging, or destroying any endangered plant on federal land, as well as removing, cutting, digging up, damaging, or destroying any endangered plant on non-federal land in knowing violation of state law.

Section 7 of the ESA requires agencies to consult with USFWS or NMFS if their actions, including permit approvals or funding, could adversely affect an endangered species (including plants) or its critical habitat (U.S. Fish and Wildlife Service, 2024c). Through consultation and the preparation of a Biological Opinion, USFWS or NMFS may issue an incidental take statement allowing the take of a federally listed species, provided the action would not jeopardize the continued existence that species.

In cases where the federal agency determines its action may affect a federally listed species, but that such effects would not likely be adverse, the agency must consult and receive concurrence from USFWS and/or NMFS. This informal

³ Environmental Protection Agency. 2010. Revisions to the General Conformity Regulations. Retrieved June 2019 <https://www.epa.gov/sites/production/files/2016-03/documents/20100324rule.pdf>

⁴ SMF is located in an USEPA-designated nonattainment area for O₃, nonattainment for PM_{2.5}, and maintenance for PM₁₀.

consultation typically involves incorporating measures to ensure that project effects would not be adverse. Concurrence from the USFWS and/or NMFS concludes the informal process. Without such concurrence, the Federal agency must formally consult to ensure full compliance with Federal ESA.

A.3.1.2 Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) prohibits the incidental “take” of nearly all native birds, in which take is defined as to “kill, directly harm, or destroy individuals, eggs, or nests, or to otherwise cause failure of an ongoing nesting effort” (16 USC Section 703).

A.3.1.3 Bald Eagle and Golden Eagle Protection Act

The Bald Eagle and Golden Eagle Protection Act (BGEPA) prohibits the “take” of bald eagles (*Haliaeetus leucocephalus*) or golden eagles (*Aquila chrysaetos*), their nests, or their eggs except when issued a permit by the U.S. Department of Interior (DOI), in which take is defined as to “pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb,” (16 USC Section 668) and includes disturbance that interferes with breeding and nesting behavior.

A.3.2 State Regulations

A.3.2.1 California Endangered Species Act

The California Endangered Species Act (CESA) authorizes the California Department of Fish and Wildlife (CDFW) to designate endangered, threatened, and rare species and to regulate the taking of these species. CESA defines endangered species as those whose continued existence in California is jeopardized. State listed threatened species are those not presently facing extinction but that may become endangered in the foreseeable future. Section 2080 of CESA prohibits the “take” of state-listed threatened and endangered species, in which take is defined as any action or attempt to hunt, pursue, catch, capture, or kill any listed species. If a project may result in take of a listed species, a permit pursuant to Section 2080 of CESA is required from CDFW.

Section 1602 of CESA requires notification to CDFW before beginning any activity that would: 1) substantially obstruct or divert the natural flow of a river, stream, or lake; 2) substantially change or use any material from the bed, channel, or bank of a river, stream, or lake; or 3) deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it can pass into a river, stream, or lake. Section 1602 applies to all perennial, intermittent, and ephemeral rivers, streams, and lakes in the state. Following notification, CDFW would determine whether a Lake or Streambed Alteration Agreement is required for the activity, which would include measures, as necessary, to protect fish and wildlife resources while conducting the project.

A.4 CLIMATE

FAA Order 1050.1F requires that National Environmental Policy Act (NEPA) documents, evaluate potential climate impacts separately from air quality impacts. According to FAA Order 1050.1F, the environmental document must present a qualitative or quantitative assessment of greenhouse gas (GHG) emissions if the proposed action or alternative(s) would result in an increase in such emissions.⁵ There are currently no significance thresholds for aviation-related GHG emissions, and the NEPA analysis need not attribute specific climate impacts to the proposed action or alternative(s) given small percentage of emissions that proposed aviation actions contribute to the overall GHG levels. For example, the Intergovernmental Panel on Climate Change estimates that aviation accounted for 4.1 percent of global transportation GHG emissions in 2015.⁶

Scientific measurements show that the Earth’s climate is warming, and research has shown a direct correlation between fuel combustion and emissions of GHGs, which are known to trap heat in the atmosphere. The principal GHGs that enter the atmosphere because of human activities include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated gases such as hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆) (U.S. Environmental Protection Agency, 2018).

Not all GHGs possess the same ability to induce climate change; as a result, GHG contributions are commonly quantified in units of carbon dioxide equivalents (CO₂e). The Intergovernmental Panel on Climate Change calculated greenhouse gas potential (GWP) ratios and published them in its Fourth Assessment Report.⁷ The GWP represents the amount of heat captured by a mass of GHG compared to a similar mass of CO₂. Emitters apply the appropriate GWP ratios to convert pollutant-specific emissions to CO₂e emissions.⁸ By applying the GWP ratios, a project’s mass CO₂e emissions can be tabulated in metric tons per year. Typically,

⁵ Federal Aviation Administration. 2015. *Order 1050.1F, Environmental Impacts: Policies and Procedures*. Retrieved March 2024 from https://www.faa.gov/documentLibrary/media/Order/FAA_Order_1050_1F.pdf

⁶ Federal Aviation Administration. 2015. *1050.1F Desk Reference*, Chapter 3, *Climate*. Retrieved March 2024 from https://www.faa.gov/sites/faa.gov/files/about/office_org/headquarters_offices/apl/3-climate.pdf

⁷ The Intergovernmental Panel on Climate Change (IPCC) developed the global warming potential (GWP) and associated CO₂e values and published them in its Second Assessment Report (SAR) in 1996. Historically, GHG emission inventories have been calculated using the GWPs from the IPCC’s SAR. The IPCC updated the GWP values based on the latest science in its Fourth Assessment Report (AR4).

⁸ Intergovernmental Panel on Climate Change. 2007. *Fourth Assessment Report, Working Group I Report: The Physical Science Basis*. Retrieved October 2018 from <https://www.ipcc.ch/report/ar4/wg1/>

the GWP ratio corresponding to the warming potential of CO₂ over a 100-year period is used as a baseline.

A.4.1 Federal Regulations

The USEPA is responsible for implementing federal policies to address GHGs. On December 15, 2009, the USEPA made an Endangerment Finding and a Cause or Contribute Finding related to GHG emissions (74 Federal Register 66496). The USEPA Administrator found that current and projected concentrations of six GHGs (CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆) in the atmosphere threaten the public health and welfare (endangerment), and the combined emissions of these GHGs from new motor vehicle engines contribute to the GHG pollution. This, in turn, threatens public health and welfare (Cause or Contribute). On August 15, 2016, the USEPA made a similar finding that GHG emissions from aircraft cause or contribute to air pollution that may reasonably be anticipated to endanger public health and welfare (81 Federal Register 54422). These findings do not in themselves impose any requirements on industry or other entities but were prerequisites for implementing GHG emissions standards.

On April 30, 2020, the USEPA and National Highway Traffic Safety Administration released the final rule for *Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks* that sets new CO₂ emissions and Corporate Average Fuel Economy (CAFE) standards for passenger vehicles and light duty trucks, covering model years 2021-2026.

A.4.2 Local Regulations

The State of California has passed a number of Executive Orders and Bills to reduce GHG emissions and set emission reduction targets. In November of 2011, Sacramento County approved Phase 1 of a Climate Action Plan (CAP) that provided an overall policy strategy to reduce GHG emissions in the County to comply with State emission targets (Sacramento County, 2011). The County released the latest draft CAP in July 2024 (2024 CAP) with public review occurring through August 2024. Based on the inventory and GHG reduction goals identified in the 2024 CAP, the County has set a goal of reducing GHG emissions to 39 percent below 2021 levels by 2030 and to 83 percent below 2021 levels by 2045 (Sacramento County, 2024).

A.5 HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION

A.5.1 Federal Regulations

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) (42 USC 9601 et seq.) and Resource Conservation and Recovery Act (RCRA) (43 USC 6901 et seq.) broadly define “hazardous materials.” According to the FAA 1050.1F Desk Reference, a hazardous material is any substance or material that has been determined to be capable of posing an unreasonable risk to health,

safety, and property when transported in commerce and includes hazardous wastes and hazardous substances. According to the RCRA, solid waste includes construction and demolition debris, food waste from concession activities, and paper/cardboard. Pollution prevention includes methods to avoid, prevent, or reduce pollutant discharges or emissions because of a project.

A.5.1.1 Comprehensive Environmental Response, Compensation, and Liabilities Act

The U.S. EPA is in charge of administering all or part of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), which provides a framework for the remediation of hazardous waste disposal sites, provides funding for remediation and creates a list of national priority sites (Superfund sites), and provides standards and practices for conducting a Phase I Environmental Site Assessment.⁹

A.5.1.2 Emergency Planning and Community Right-to-Know Act

The U.S. EPA is in charge of administering all or part of the Emergency Planning and Community Right-to-Know Act (EPCRA) that was passed by Congress in 1986 in response to concerns regarding the environmental and safety hazards posed by the storage and handling of toxic chemicals.¹⁰ EPCRA improved community access to information regarding chemical hazards and facilitated the development of business chemical inventories and emergency response plans. The EPCRA also established reporting obligations for facilities that store or manage specified chemicals.

A.5.1.3 Federal Facilities Compliance Act

The U.S. EPA is in charge of administering all or part of the Federal Facilities Compliance Act (FFCA) that was enacted in 1992 to clarify that Federal facilities may be penalized and receive administrative enforcement orders if found to not be in compliance with Federal, state, interstate, and local requirements, for disposal of hazardous waste and underground storage tank (UST) requirements.

A.5.1.4 Hazardous Materials Transportation Act

The U.S. Department of Transportation (U.S. DOT) is in charge, under the Office of the Secretary, of administering all or part of the Hazardous Materials Transportation Act (HMTA) published in 1975. Its primary objective is to provide adequate protection against the risks to life and property inherent in the transportation of hazardous material in commerce by improving the regulatory and enforcement

⁹ 42 U.S.C. § 96011 et seq.

¹⁰ 42 U.S.C. chapter 116.

authority of the Secretary of Transportation. The HMTA establishes procedures, reporting requirements, and approval processes for the transport of hazardous materials.

A.5.1.5 Pollution Prevention Act

The U.S. EPA is in charge of administering all or part of the Pollution Prevention Act of 1990 focuses on reducing the amount of pollution through cost-effective changes in production, operation, and raw material use. Pollution prevention includes practices that increase efficiency in the use of energy, water, or other natural resources, and protect our resource base through conservation.¹¹

A.5.1.6 Resource Conservation and Recovery Act

The U.S. EPA is in charge of administering all or part of the Federal Resource Conservation and Recovery Act (RCRA),¹² which regulates the generation, transportation, treatment, storage, and disposal of hazardous waste. Under RCRA regulations, generators of hazardous waste must register and obtain a hazardous waste activity identification number. RCRA allows states to develop their own programs for the regulation of hazardous waste as long as it is at least as stringent as RCRA.

USTs are regulated under Subtitle I of RCRA and its regulations, which establish construction standards for new UST installations (those installed after December 22, 1988), as well as standards for upgrading existing USTs and associated piping. Since 1998, all nonconforming tanks were required to be either upgraded or closed.

A.5.1.7 Toxics Substances Control Act

The U.S. EPA is in charge of administering all or part of the Toxic Substances Control Act (TSCA), which addresses the production, importation, use, and disposal of specific chemicals, including polychlorinated biphenyls (PCBs), asbestos, and lead-based paint. These regulations ban the manufacture of PCBs although the continued use of existing PCB-containing equipment is allowed. The TSCA also contains provisions controlling the continued use and disposal of existing PCB-containing equipment. The disposal of PCB wastes is also regulated by TSCA,¹³ which contains life cycle provisions similar to those in RCRA.

¹¹ U.S. Environmental Protection Agency. 2018. Summary of Pollution Prevention Act. Retrieved March 2024 <https://www.epa.gov/laws-regulations/summary-pollution-prevention-act>

¹² 42 U.S.C. § 6901-6992k.

¹³ 40 C.F.R. § 761.

A.5.1.8 *Executive Order 12088, Pollution Control Standards*

These standards direct federal agencies to comply with “applicable pollution control standards” in the prevention, control, and abatement of environmental pollution as well as consult with the U.S. EPA, state, interstate, and local agencies concerning the best techniques and methods available for the prevention, control, and abatement of environmental pollutions.

A.5.1.9 *Executive Order 13423, Strengthening Federal Environmental, Energy, and Transportation Management*

This Executive Order set goals for federal agencies to achieve legal requirements in environment, transportation, and energy with sustainable economic efficiency. This Executive Order has been replaced with *Planning for Federal Sustainability in the Next Decade* (Executive Order 13693) as of March 19, 2015, which instructs federal agencies to conduct their environmental, transportation, and energy-related activities under the law in support of their respective missions in an environmentally, economical, and fiscally sound, integrated, continuously improving, efficient, and sustainable manner. This Executive Order sets goals in the following areas: energy efficiency, acquisition, renewable energy, toxic chemical reduction, recycling, sustainable buildings, electronics stewardship, fleets, and water conservation. Additionally, this Executive Order requires more widespread use of Environmental Management Systems (EMS) as the framework in which to manage and continually approve these sustainable practices.¹⁴

A.5.1.10 *Executive Order 13514, Leadership in Environmental, Energy, and Economic Performance*

This Executive Order has been replaced by Executive Order 13834, *Efficient Federal Operations*, as of May 17, 2018, which states that Congress has enacted a wide range of statutory requirements related to energy and environmental performance of executive departments and agencies, including with respect to facilities, vehicles, and overall operations. Agencies shall meet such statutory requirements in a manner that increases efficiency, optimizes performance, eliminate unnecessary use of resource, and protects the environment. In implementing the policy set forth in Section 1 of the Executive Order, the head of each agency shall meet the following goals, which are based on statutory requirements, in a cost-effective manner: achieve and maintain annual reductions in building energy use and implement energy efficiency measures that reduce costs; meet statutory requirements relating to the consumption of renewable energy and electricity;

¹⁴ Office of the Press Secretary. 2015. Executive Order: Planning for Federal Sustainability in the Next Decade. Retrieved March 2024 <https://obamawhitehouse.archives.gov/the-press-office/2015/03/19/executive-order-planning-federal-sustainability-next-decade>

reduce potable and non-potable water consumption, and comply with stormwater management requirements; ensure that new construction and major renovations conform to applicable building energy efficiency when renewing or entering into leases, implement space utilization and optimization practices, and annually assess and report conformance to sustainability metrics; implement waste prevention and recycling measures and comply with all Federal requirements with regard to solid, hazardous, and toxic waste management and disposal; acquire, use, and dispose of products and services, including electronics, in accordance with statutory mandates for purchasing preference, Federal Acquisition Regulation requirements, and other applicable procurement policies, and track and, as required by Section 7(b) of this Executive Order, report on energy management activities, performance improvements, cost reductions, greenhouse gas emissions, energy and water savings, and other appropriate performance measures.¹⁵

A.5.1.11 Council on Environmental Quality Memorandum, Pollution Prevention and the National Environmental Policy Act

In 1993 a memorandum was published addressed to all federal agencies requesting the implementation of pollution prevention considerations to meet policy goals under Section 101 and 102 under all their activities, where appropriate.¹⁶

A.5.1.12 Federal Occupational Safety and Health Administration

The Federal Occupational Safety and Health Act of 1970, implemented by the Federal Occupational Safety and Health Administration (OSHA), contains provisions with respect to hazardous materials handling. Federal OSHA requirements are designed to promote worker safety, worker training, and a worker’s right-to-know.¹⁷

A.5.2 State Regulations

A.5.2.1 California Integrated Waste Management Act of 1989

The California Integrated Waste Management Act of 1989 mandated a goal of 50 percent diversion of waste from disposal by each city and county in the state by the year 2000, with a process to ensure environmentally safe disposal of waste that could not be diverted. The Act created the California Integrated Waste Management

¹⁵ Federal Register. 2018. Executive Order Efficient Federal Operations. Retrieved March 2024 from <https://www.federalregister.gov/documents/2018/05/22/2018-11101/efficient-federal-operations>

¹⁶ Council on Environmental Quality. 1993. *Memorandum to Heads of Federal Departments and Agencies Regarding Pollution Prevention and the National Environmental Policy Act*. Retrieved March 2024 from <https://www.energy.gov/nepa/downloads/memorandum-heads-federal-departments-and-agencies-regarding-pollution-prevention-and>.

¹⁷ U.S. Department of Labor. (2018). About OSHA. Retrieved March 2024 from <https://www.osha.gov/about.html>

Board, later renamed CalRecycle, that oversees, manages, and tracks waste generated in California each year. Senate Bill 1016 (SB 1016) changed how jurisdictions were measured for compliance with State diversion mandates to evaluate compliance based on per capita waste disposal, rather than diversion percentage.

A.5.3 Local Regulations

A.5.3.1 *Sacramento Regional Solid Waste Authority*

The Sacramento Regional Solid Waste Authority is a joint powers authority of Sacramento County and the City of Sacramento that regulates commercial solid waste collection, transportation, and disposal per Title 1 of Sacramento Solid Waste Authority Code (Sacramento County, 2020) and offers recycling services to multi-family dwelling units.

A.5.3.2 *Sacramento County Environmental Management Department*

The Sacramento County Environmental Management Department regulates hazardous waste per Title 22 of California Code (Cal. Code Section 66261.3) and implements the Hazardous Materials Business Plan Program that includes inspection, verification, citation, permitting and exemptions for hazardous materials generation, management, and disposal (Sacramento County, 2024).

A.6 HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

Numerous laws and regulations require federal, state, and local agencies to consider the effects an action may have on historical, architectural, archaeological, and cultural resources. These laws and regulations stipulate a process, define the responsibilities of the various agencies proposing the action, and prescribe the relationship among other involved agencies.

A.6.1 Federal Regulations

A.6.1.1 *National Environmental Policy Act*

The National Environmental Policy Act (NEPA) establishes national policy for the protection and enhancement of the environment. Part of the function of the federal government in protecting the environment under NEPA is to “preserve important historic, cultural, and natural aspects of our national heritage”¹⁸ and to provide for public participation in the consideration of cultural resource issues, among others, during agency decision-making. Under NEPA, federal lead agencies must consider the unique characteristics of the affected geographic area, such as proximity to “historic or cultural resources, park lands, prime farmlands, wetlands, wild and

¹⁸ 42 U.S.C. § 4331(b)

scenic rivers, or ecologically critical areas”,¹⁹ or the degree to which the action may adversely affect “districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places” or may cause loss or destruction of “significant scientific, cultural, or historical resources.”²⁰

A.6.1.2 National Historic Preservation Act

The principal federal law addressing historic properties is the National Historic Preservation Act (NHPA), as amended,²¹ and its implementing regulations.²² Section 106 of the NHPA (36 CFR Part 800 et seq.) requires federal agencies to account for the effects of a federal action on historic properties and to consult with the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officers (THPO), and other parties to develop and evaluate alternatives or modifications to avoid, minimize, or mitigate adverse effects on historic properties.

For the purposes of Section 106, historic properties are defined as prehistoric and historic sites, buildings, structures, districts, landscapes, and objects that are either eligible for or listed in the National Register of Historic Places (NRHP), as well as artifacts, records, and remains related to such properties (36 CFR Part 800 et seq., n.d.). Historic properties can also include those cultural resources that are associated with the cultural practices or beliefs of a living community (Advisory Council on Historic Preservation, 2021). The implementing regulations²³ describe the processes for identifying and evaluating historic properties, assessing the potential adverse effects of federal undertakings on historic properties, and developing measures to avoid, minimize, or mitigate adverse effects. The Section 106 process does not require the preservation of historic properties; instead, it is a procedural requirement mandating that, prior to granting approval, federal agencies take into account the direct and indirect impacts on historic properties that could result from federal actions.

A.6.1.3 National Register of Historic Places

The NHPA established the National Register of Historic Places (NRHP) as an authoritative guide for use by governments, private groups, and citizens to identify the nation’s historic resources and to indicate which properties should be considered for protection from destruction or impairment.²⁴ The NRHP recognizes a broad range of cultural resources as significant at the national, state, and local

¹⁹ 40 C.F.R. Part 1508.27(b)(3)

²⁰ 40 C.F.R. Part 1508.27(b)(8)

²¹ 54 U.S.C. § 300101 et seq.

²² 36 C.F.R. Part 800

²³ 36 CFR Part 800

²⁴ U.S. Department of the Interior. National Park Service. *National Register of Historic Places: Effects of Listing under Federal Law*. Code of Federal Regulations, Title 36 § 60.2(2012): 332

levels; these resources can include historic districts, buildings, structures, and objects; prehistoric and historic-period archaeological sites; traditional cultural properties; and cultural landscapes. As noted above, Section 106 of the NHPA considers a resource listed in or eligible for listing in the NRHP to be a historic property.

To be eligible for listing in the NRHP, a historic property must demonstrate importance in history, architecture, archaeology, engineering, or culture by meeting one or more of the following significance criteria identified under Section 106 (Advisory Council on Historic Preservation, 2021):

- Criterion A: Association with events that have made a significant contribution to the broad patterns of our history.
- Criterion B: Association with the lives of persons significant in our past.
- Criterion C: Properties that embody the characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant whole whose parts may lack individual distinction.
- Criterion D: Properties that have yielded or may yield important information about prehistory or history.

In addition to demonstrating significance, a historic property must demonstrate integrity, which is defined as “the ability of a property to convey its significance.” The seven aspects of integrity include: location, setting, design, materials, workmanship, feeling, and association. To retain historical integrity a property must possess several, and usually most, of these seven aspects. Thus, the retention of the specific aspects of integrity is paramount for a property to convey its significance.

Ordinarily, religious properties, moved properties, birthplaces or graves, cemeteries, reconstructed properties, commemorative properties, and properties that have achieved significance within the past 50 years are not eligible for the NRHP unless they meet one of the following Criteria Considerations (A through G), in addition to meeting at least one of the four significance criteria listed above and possessing integrity.²⁵

- A. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or

²⁵ U.S. Department of the Interior. 1997. National Park Service. *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation* (Washington D.C.: Government Printing Office, 1997), p. 11.

- B. A building or structure removed from its original location, but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- C. A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life; or
- D. A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- E. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- F. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- G. A property achieving significance within the past 50 years if it is of exceptional importance.

A.6.2 State Regulations

The California Office of Historic Preservation (OHP) implements the policies of NHPA on a statewide level and maintains the California Historical Resources Inventory. The SHPO is an appointed official who implements historic preservation programs within the State's jurisdiction.

A.7 NATURAL RESOURCES AND ENERGY SUPPLY

A.7.1 Federal Regulations

Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) require that federal agencies consider energy requirements, natural depletable resource requirements, and the conservation potential of alternatives and mitigation measures listed in NEPA documents. Executive Order 13123, *Greening the Government Through Efficient Energy Management* (64 Federal Register 30851) supports the expansion and use of renewable energy within facilities and activities. It also requires federal agencies to reduce petroleum use, total energy use, associated air emissions, and water consumption in facilities. Though the FAA has not established specific significance thresholds for natural resource consumption and energy supply, a proposed action should be examined for the potential to cause demand to exceed available or future supplies of these resources.

A.8 NOISE AND NOISE-COMPATIBLE LAND USE

A.8.1 Federal Regulations

A.8.1.1 *Federal Aviation Regulations, Part 136*

Federal Aviation Regulations (FAR), Part 36, “Noise Standards: Aircraft Type and Airworthiness Certification,” sets noise standards for issuance of new aircraft type certificates. Aircraft are certified as Stage 1 through Stage 5 depending on their noise level, weight, and number of engines. Stage 1 and Stage 2 aircraft, which are the noisiest aircraft, are no longer permitted to operate in the continental U.S. Although aircraft meeting Part 36 standards are noticeably quieter than many of the older aircraft, the regulations make no determination that such aircraft are acceptably quiet for operations at any given airport.

A.8.1.2 *Federal Aviation Noise Abatement Policy of 1976*

The federal government has established noise standards (14 CFR Part 36) for the issuance of new aircraft type certificates based on an aircraft’s noise level, weight, and number of engines. The FAA Aviation Noise Abatement Policy (ANAP) (1976) establishes the noise abatement authority and responsibilities of the federal government, airport proprietors, state and local governments, air carriers, air travelers, shippers, and residents; establishes funding for noise compatibility planning; and sets the requirements by which airport operators can apply for funding. This policy also identifies the day/night average sound level (DNL) of 65 decibels (dB) as the noise exposure level above which aircraft noise creates significant annoyance for most residents. Since the issuance of ANAP, the FAA has used the DNL 65 dB threshold for reducing noise impacts.

A.8.1.3 *Aviation Safety and Noise Abatement Act of 1979*

The Aviation Safety and Noise Abatement Act of 1979 establishes funding for noise compatibility planning and sets the requirements by which airport operators can apply for funding. This is also the law by which Congress mandated that the FAA develop and airport community noise metric to be used by all federal agencies assessing or regulating aircraft noise. The result was day/night average sound level (DNL). The ACT does not require an airport to develop a noise compatibility program, rather, that is accomplished through the Code of Federal Regulations (CFR) Part 150 (14 CFR Part 150). CFR Part 150 sets forth standards for airport operators to use when documenting noise exposure around airports and for establishing programs, subject to FAA approval, to reduce noise-related noncompatible land use. A “noncompatible land use” is a land use (such as residential, schools, and churches) exposed to aircraft noise above established thresholds.

A.8.1.4 Airport Noise and Capacity Act of 1990

The Airport Noise and Capacity Act (ANCA) of 1990 sets forth several provisions related to the regulation of aircraft activities at airports. One of the most notable aspects of ANCA is that it precludes the local imposition of noise and access restrictions that are not otherwise in accordance with the national noise policy unless the restrictions are “grandfathered” under ANCA, in which case the restrictions are free from the restrictions that ANCA otherwise would impose. ANCA established two broad directives to the FAA: 1) establish a method to review aircraft noise, airport use, or airport access restrictions proposed by airport proprietors; and 2) institute a program to phase-out Stage 2 aircraft over 75,000 pounds by December 21, 1999. ANCA applies to all new local noise restrictions and amendments to existing restrictions proposed after October 1990.

For aviation noise analysis, the FAA has determined that the cumulative noise energy exposure of individuals to noise resulting from aviation activities must be established in terms of yearly DNL²⁵ as FAA’s primary metric. Per *FAA Order 1050.1F Desk Reference* (July 2015), a significant noise impact is defined as an increase in noise of the DNL 1.5 decibel (dB) or more over a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, when compared to the no action alternative for the same timeframe.

A.8.2 State Regulations

The California Airport Noise Regulations promulgated in accordance with the State Aeronautics Act and set forth in Section 5000 et seq. of the California Code of Regulations (CCR; Title 21, Division 2.5, Chapter 6) are enforced by the Aeronautics Division of the California State Department of Transportation (Caltrans). These regulations establish 65-decibel (dB) Community Noise Equivalent Level (CNEL) as a noise impact boundary within which there shall be no incompatible land uses. This requirement is based, in part, upon the determination in the Caltrans regulations that 65-decibel CNEL is the level of noise which should be acceptable to “...a reasonable person residing in the vicinity of an airport.” Airports are responsible for achieving compliance with these regulations. Compliance can be achieved through noise abatement measures, land acquisition, land use conversion, land use restrictions, or sound insulation of structures.

These regulations are applicable (to the extent not prohibited by federal law) to all operations of aircraft and aircraft engines which produce noise” (21 CCR § 5005). The Noise Standards mandate the use of CNEL as the required noise metric, which is also accepted by the FAA for airport noise studies in California.²⁶

²⁶ Federal Aviation Administration, Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Projects. Ch.1(9)(n). Effective April 28, 2006.

A.9 SOCIOECONOMICS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

A.9.1 Socioeconomics

The Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970 (42 USC Part 4601 et seq.) is the main regulation governing socioeconomics and includes provisions that must be followed if property acquisition or displacement of people would occur as a result of implementing a proposed action.

A.9.2 Environmental Justice

A.9.2.1 *Civil Rights Act of 1964*

Title VI of the Civil Rights Act of 1964, as amended, states that, "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance" (U.S. Department of Justice, 2024). This law applies to all federally funded programs and projects, including those sponsored by the FAA.

A.9.2.2 *40 Code of Federal Regulations Part 1500*

40 CFR Part 1500.2(d) states that federal agencies shall encourage and facilitate public engagement in decisions that affect the quality of the human environment, including meaningful engagement with communities such as those with environmental justice concerns.

40 CFR Part 1500.2(e) states that federal agencies shall use the NEPA process to identify and assess the reasonable alternatives to proposed actions that will avoid or minimize adverse effects of these actions upon the quality of the human environment, such as alternatives that will reduce climate change-related effects or address adverse health and environmental effects that disproportionately affect communities with environmental justice concerns.

A.9.2.3 *Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (59 Federal Register 7629), requires federal agencies to identify and address, as appropriate, the potential for their programs, policies, and activities to cause disproportionately high adverse human health or environmental effects on minority and low-income populations.

A.9.2.4 *Executive Order 14096, Revitalizing Our Nation's Commitment to Environmental Justice for All*

Executive Order 14096, *Revitalizing Our Nation's Commitment to Environmental Justice for All* (88 Federal Register 25251), was enacted on April 21, 2023.

Executive Order 14096 on environmental justice does not rescind Executive Order 12898, which has been in effect since February 11, 1994, and is currently implemented through the DOT Order 5610.2C (2021). This implementation will continue until further guidance is provided regarding the implementation of the new Executive Order 14096 on environmental justice.

A.9.2.5 U.S. Department of Transportation Order 5610.2(a)

U.S. Department of Transportation (U.S. DOT) Order 5610.2(a) defines a minority population as any readily identifiable group of minority people living in geographic proximity or subject to a proposed U.S. DOT program, activity, or subject to a policy, including—if circumstances warrant—geographically dispersed or transient people, such as migrant workers or Native Americans, who would also be affected by the proposed program, policy, or activity.

Order 5610.2(a) defines a low-income population as any readily identifiable group of low-income people living in geographic proximity or subject to a proposed U.S. DOT program, policy, or activity, including—if circumstances warrant—geographically dispersed or transient persons people who would also be affected by the proposed program, policy, or activity. The order defines “low-income” as a median household income at or below the Department of Health and Human Services poverty guidelines.

U.S. DOT Order 5610.2(a) states that the public involvement process must allow minority and low-income populations to provide feedback on the environmental justice analysis and the potential impacts identified in NEPA documents, which also needs to disclose disproportionately high and adverse effects on the potentially affected populations resulting from the proposed action and alternative(s).

A.9.3 Children’s Environmental Health and Safety Risks

A.9.3.1 Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks

Executive Order 13045, *Protection of Children from Environmental Health Risks and Safety Risks* (62 Federal Register 19885), is the primary executive order related to children’s environmental health and safety risks. The Executive Order directs federal agencies to identify and assess environmental health risks and safety risks that may disproportionately affect children, consistent with the agency’s mission.

A.10 VISUAL EFFECTS

Although there are no special purpose laws or requirements specific to light emissions or visual effects, some visual resources are protected under federal, state, or local regulations, such as Section 106 of the NHPA, Section 4(f) of the DOT Act, the Wild and Scenic Rivers Act, and the Coastal Zone Management Act.

Light emissions include any light that emanates from a light source into the surrounding environment. Glare is a type of light emission that occurs when light is reflected off a surface (e.g., window glass, solar panels, or reflective building surfaces).

Visual resources include buildings, sites, traditional cultural properties, and other natural or manmade landscape features that are visually important or have unique characteristics. Visual resources may include structures or objects that obscure or block other landscape features. In addition, visual resources can include the cohesive collection of various individual visual resources that can be viewed at once or in concert from the area surrounding the site of the proposed action. In unique circumstances, the nighttime sky may be considered a visual resource.

A.11 WATER RESOURCES

A.11.1 Floodplains

Floodplains are flood-prone areas adjacent to rivers, creeks, lakes, or other surface water features.

A.11.1.1 National Flood Insurance Act of 1968

The National Flood Insurance Act of 1968 (42 USC 4001 et seq.) established the National Flood Insurance Program, which is administered by the Federal Emergency Management Agency (FEMA) to minimize flood damage within special flood hazard areas. Special flood hazard areas are areas that have a 1-percent chance of flooding within a given year, also referred to as the base flood or 100-year floodplain, and are delineated on FEMA maps, known as Flood Insurance Rate Maps (FIRM). Communities or entities insured under the National Flood Insurance Program must follow the program's floodplain management regulations for development placed within these flood hazard areas.

A.11.1.2 Executive Order 11988, Floodplain Management

Executive Order 11988, *Floodplain Management* directs federal agencies to take actions to: reduce the risk of property damage or loss due to flooding, restore and preserve the floodplain's natural and beneficial values, and minimize flood impacts on human safety, health, and welfare (U.S. Department of Transportation, 1977). To accomplish this goal, the order bans activities in a floodplain unless: no practicable alternative exists, or measures are incorporated into the proposed activity to minimize adverse impacts on the floodplain's natural and beneficial values.

A.11.1.3 *Executive Order 13690, Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input*

Executive Order 14030, *Climate-Related Financial Risk*,²⁷ reinstated Executive Order 13690, *Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input*,²⁸ which amends the definition of a floodplain for new construction projects based on the vertical elevation (flood elevation) and horizontal extent (flood hazard area) to better manage and mitigate current or potential flood risks.

A.11.1.4 *Executive Order 14030, Climate-Related Financial Risk*

Executive Order 14030, *Climate-Related Financial Risk* (Executive Office of the President, 2021), reinstated Executive Order 13690, *Establishing a Federal Flood Risk Management Standard (FFRMS) and a Process for Further Soliciting and Considering Stakeholder Input* (Executive Office of the President, 2015), which amends the definition of a floodplain for new construction projects based on the vertical elevation (flood elevation) and horizontal extent (flood hazard area) to better manage and mitigate current or potential flood risks. Federally funded projects are subject to the FFRMS which increases the resilience of infrastructure for flooding events caused by climate disasters with three permissible methods to meet this resiliency criteria (Federal Emergency Management Agency, 2024):

- **Climate Informed Science Approach:** The elevation and flood hazard area that result from using the best-available, actionable hydrologic and hydraulic data and methods that integrate current and future changes in flooding based on climate science;
- **Freeboard Value Approach (FVA):** The elevation and flood hazard area that result from adding an additional 2 feet to the base flood elevation (BFE) for non-critical actions and by adding an additional 3 feet to BFE for critical actions; or
- **500-year floodplain:** The area subject to flooding by the 0.2-percent-annual-chance flood.

²⁷ Executive Order 14030 – Climate-Related Financial Risk. Retrieved March 2024 from <https://www.federalregister.gov/documents/2021/05/25/2021-11168/climate-related-financial-risk>

²⁸ Executive Order 13690 – Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input. Retrieved March 2024 from <https://www.govinfo.gov/content/pkg/DCPD-201500068/pdf/DCPD-201500068.pdf>

A.11.1.5 U.S. Department of Transportation Order 5650.2, Floodplain Management and Protection

U.S. DOT Order 5650.2, *Floodplain Management and Protection* contains policies and procedures for carrying out Executive Order 11988 (U.S. Department of Transportation, 1979). If a proposed action involves development within a floodplain, the environmental analysis must indicate whether the encroachment would be “significant;” specifically, whether it would cause one or more of the following impacts: 1) the action would have a considerable probability to cause the loss of human life; 2) the action would likely result in substantial encroachment-associated costs or effects, including the interruption of aircraft service or the loss of a vital transportation facility (e.g., flooding a runway or taxiway or removing an important navigational aid from service due to flooding); or 3) the action would cause notable adverse impacts on natural and beneficial floodplain values.

A.11.1.6 State Regulations

In 2007, State Bill 5 (SB 5) amended California Water Code and Government Code to strengthen flood protection. Under SB 5, local jurisdictions must amend their General Plans and Zoning Code to require 200-year (0.5-percent annual-chance) flood protection standard in urban (population > 10,000) or urbanizing areas (population > 10,000 within ten years); this is referred to as Urban Level of Flood Protection (ULOP). With some exceptions, counties must also ensure that the 200-year (0.5-percent-annual-chance) ULOP standard is met when approving land use changes in Flood Hazard Zones (Cal. SB 5, 2007).

A.11.1.7 Local Regulations

The Sacramento County Department of Water Resources issues Floodplain Management Permits for any new construction, substantial improvements or other development within special flood hazard areas or local flood hazard areas (Sacramento County Department of Water Resources, 2024).

A.11.2 Surface Waters

A.11.2.1 Federal Regulations

Clean Water Act

The 1972 Clean Water Act (CWA) (33 USC Section 1251 et seq.) is the primary federal law that authorizes the USEPA and the states to regulate water quality. Section 303 of the Clean Water Act requires states to adopt water quality standards approved by the USEPA for all surface waters of the United States including lakes, rivers, and coastal wetlands. As defined by the CWA, water quality standards consist of the designated beneficial uses of the water body in question (e.g., wildlife habitat, agricultural supply, fishing etc.) and criteria that protect the designated uses. Water quality criteria are prescribed concentrations, or levels, of constituents – such as lead, suspended sediment, and fecal coliform bacteria – or narrative

statements, which represent the quality of water that support a particular beneficial use.

As part of the CWA, when monitoring data indicate that a concentration level for a pollutant has been exceeded, the receiving water is classified as impaired and placed on the CWA Section 303(d) List of Water Quality–Limited Segments. A Total Maximum Daily Loads (TMDLs) is then developed for the pollutant(s) that caused the impairment. A TMDL is an estimate of the total load of pollutants from point, non-point, and natural sources that a water body may receive without exceeding applicable water quality standards (plus a “margin of safety”).

National Pollution Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) was established as part of the 1972 amendments to the CWA in order to control discharges of pollutants from point sources (U.S. Environmental Protection Agency, 2010). The 1987 amendments to the CWA created a section devoted to storm water permitting (Section 402[p]) and allows individual states to administer and enforce the provisions of the CWA and the NPDES program.

Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) created the Sole Source Aquifer Program, which requires the U.S. EPA to evaluate any federally funded project with the potential to impact a sole source aquifer. Potential impacts to a sole source aquifer would require the FAA to consult with the U.S. EPA regional office, Tribal, state, or local official.

Federal Aviation Administration Guidance

The FAA also administers regulations related to airport drainage. FAA Advisory Circular (AC) 150/5320-5D, *Airport Drainage Design* (2013) regulates the design and maintenance of airport surface drainage systems. The FAA sets minimum standards, though each facility may be designed to a higher standard as required by local and/or state regulations. For public-use airports, the FAA recommends a minimum 5-year design storm with no encroachment of runoff on taxiway and runway pavement (including paved shoulders).

A.11.2.2 State Regulations

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act is the principal law governing water quality regulation in California (California State Water Control Board, 2024). This statute established the California State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards, which are designated authority for permitting, inspection, and enforcement actions, including the issuance of NPDES Permits. Sacramento County is within the Regional Water Quality Control Board, Central Valley Region. The Applicable Basin Plan for the Central Valley Region is the *Water Quality Control Plan (Basin) Plan for the Sacramento River Basin and San*

Joaquin River Basin (2019). The Basin Plan establishes water quality objectives and implementation programs to protect the beneficial uses of water in the basin, in compliance with the federal CWA and the Porter-Cologne Water Quality Control Act.

A.11.2.3 Local Regulations

Sacramento County holds an NPDES Municipal Stormwater Permit, which requires the County to reduce pollutants in stormwater discharges to the maximum extent practicable and to effectively prohibit non-stormwater discharges. The County complies with this permit, in part, by developing and enforcing ordinances described in the section below.

Sacramento County established a Stormwater Ordinance (Sacramento County Code 15.12), which prohibits the discharge of unauthorized non-stormwater to the County’s stormwater conveyance system and local creeks. Per the Land Grading and Erosion Control Ordinance (Sacramento County Code 16.44), construction projects disturbing 1 acre or more must obtain a grading permit, which requires development of an Erosion and Sediment Control Plan (ESCP) outlining erosion and sediment control BMPs. Projects that are not subject to Sacramento County Code 16.44 are subject to the Stormwater Ordinance (Sacramento County Code 15.12). In addition to complying with County ordinances, construction projects disturbing 1 acre or more must obtain a Construction Stormwater General Permits (CGPs) issued by the SWRCB, which requires preparation and implementation of a site-specific Stormwater Pollution Prevention Plan (SWPPP). Also, the Airport operates under an Industrial Stormwater Permit and institutes a SWPPP for the permitted industrial activities of the Airport and its tenants, and to monitor stormwater.

A.11.3 Groundwater

A.11.3.1 Federal Regulations

Federal activities affecting groundwater are primarily governed by the Safe Drinking Water Act (42 USC Part 300 et seq.), which prohibits any federal agency from funding actions that would contaminate an EPA-designated Sole Source Aquifer or its recharge area. Potential effects to a Sole Source Aquifer would require the FAA to consult with the USEPA regional, Tribal, state, or local official.

A.11.3.2 State and Local Regulations

Groundwater within Sacramento County is managed by the Sacramento Groundwater Authority (SGA), which was formed through a joint powers agreement signed by the cities of Citrus Heights, Folsom, and Sacramento and the County of Sacramento. The SGA is responsible for developing groundwater sustainability plans under the Sustainable Groundwater Management Act (California Department of Water Resources, 2024), monitoring groundwater quality, and mitigating overdraft to achieve sustainable groundwater usage and supply. The SGA monitors a number of wells within its jurisdiction for groundwater in areas that could potentially experience subsidence.

A.12 CUMULATIVE IMPACTS

The CEQ defines a cumulative impact as the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions (40 CFR Parts 1500-1508). Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. Significance of cumulative impacts is determined in the same manner as the significance of direct and indirect impacts of each environmental category in the environmental consequences section.