

REGIONAL TRANSIT ISSUE PAPER

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Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
6	01/25/10	Open	Action	01/13/10

Subject: Approving Addendum No. 2 to and NEPA Re-evaluation of the Final Initial Study/Mitigated Negative Declaration for the Sacramento Regional Transit District Bus Maintenance Facility at McClellan Park

ISSUE

Whether or not to approve Addendum No. 2 to and NEPA Re-evaluation of the Final Initial Study/Mitigated Negative Declaration for the Sacramento Regional Transit District Bus Maintenance Facility at McClellan Park.

RECOMMENDED ACTION

Adopt Resolution No. 10-01_____, Approving Addendum No. 2 to and NEPA Re-evaluation of the Final Initial Study/Mitigated Negative Declaration for the Sacramento Regional Transit District Bus Maintenance Facility at McClellan Park

FISCAL IMPACT

None as a result of this action.

DISCUSSION

On September 17, 2004, the Federal Transit Administration (FTA) approved a Categorical Exclusion (CE) under the National Environmental Policy Act (NEPA) for the Bus Maintenance Facility at McClellan Park (BMF#2) pursuant to 23 C.F.R Section 771.117(d)(8).

On February 28, 2005, the Sacramento Regional Transit District (RT) Board of Directors adopted Resolution No. 05-02-0039, certifying the Final Initial Study/Mitigated Negative Declaration (FIS/MND) for the Bus Maintenance Facility at McClellan Park (the Project) pursuant to the California Environmental Quality Act (CEQA).

Then, on June 27, 2005, the RT Board of Directors adopted Resolution No. 05-06-0118, approving Addendum No. 1 to the FIS/MND for the Project to address comments from the State Department of Toxic Substances Control in accordance with Section 15164 of the CEQA Guidelines (Title 14, California Code of Regulations).

Subsequent to these actions, RT determined that several minor changes to the Project were necessary or desirable to achieve RT's objectives for the Project. In addition, because more than three years have passed since approval of the CE by the FTA, the FTA requires a NEPA reevaluation of the CE. Consequently, RT undertook an analysis to determine if the proposed changes to the Project necessitate preparation of a subsequent Environmental Impact Report (EIR) or negative declaration or affect the viability of the CE.

Approved:


General Manager/CEO

Presented:


Chief of Facilities and Business Support Services

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Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
6	01/25/10	Open	Action	11/13/10

Subject: Approving Addendum No. 2 to and NEPA Re-evaluation of the Final Initial Study/Mitigated Negative Declaration for the Sacramento Regional Transit District Bus Maintenance Facility at McClellan Park

The Addendum and Re-evaluation summarizes the conclusions presented in the BMF#2 CE and IS/MND and analyzes the Project in light of that information, the proposed changes to the project and other information now available. The Addendum concludes that the revised Project is within the scope of previous environmental analyses, would not result in any new significant environmental effects, would not trigger any mitigation measures not already being carried out as part of the BMF#2 project, and does not require additional environmental review.

The modifications and additional features include the following:

- A bus washer at the northwest corner of the site;
- The demolition of Building 660 at the eastern boundary of the site instead of renovation;
- Two access driveways to the bus maintenance facility from the east and west;
- Demolition of Building 683 to accommodate the east driveway from Forcum Avenue;
- Installation of concrete blocks at the northeast perimeter of the compressed natural gas (CNG) fueling equipment;
- The addition of a service building to the fueling operation that, in addition to fueling the buses, retrieves fares and inspects brakes and
- A 3,750-foot, 4-inch steel gas pipeline from Roseville Road to the proposed CNG equipment yard in the Project site.

The proposed gas pipeline will be constructed by the Pacific Gas and Electric Company (PG&E). Although PG&E is not bound by the mitigation measures in the IS/MND regarding cultural resources, PG&E must comply with all state and federal regulatory requirements regarding archaeological discoveries and unmarked graves. These regulatory requirements, combined with the low likelihood of discoveries, reduces the potential impacts to archaeological resources and unidentified human remains to no adverse effect.

Although PG&E is not bound by the mitigation measures in the IS/MND regarding hazardous materials, PG&E must comply with all state and federal regulatory requirements regarding hazardous materials and the requirements imposed by the Air Force through the Encroachment Permit process. The combination of mitigation measures, regulatory safeguards, and the Encroachment Permit conditions reduce the potential impacts from exposure to hazardous materials to no adverse effect.

RESOLUTION NO. 10-01-_____

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

January 25, 2010

APPROVING ADDENDUM NO. 2 TO AND NEPA REEVALUATION OF THE FINAL INITIAL STUDY/MITIGATED NEGATIVE DECLARATION FOR THE SACRAMENTO REGIONAL TRANSIT DISTRICT BUS MAINTENANCE FACILITY AT MCCLELLAN PARK

WHEREAS, on September 17, 2004, the Federal Transit Administration (FTA) approved a Categorical Exemption (CE) for the McClellan Park (the Project) under the National Environmental Policy Act (NEPA); and

WHEREAS, on February 28, 2005, the Sacramento Regional Transit District (RT) Board of Directors adopted Resolution No. 05-02-0039, certifying the Final Initial Study/Mitigated Negative Declaration (FIS/MND) for the Project pursuant to the California Environmental Quality Act (CEQA)(Public Resources Code Section 21000 et seq.) and its implementing regulations (Title 14, California Code of Regulations, Section 15000 et seq.) (CEQA Guidelines) and the procedures adopted by RT pursuant thereto; and

WHEREAS, on June 27, 2005, the RT Board of Directors adopted Resolution No. 05-06-0118, approving Addendum No. 1 to the FIS/MND for the Project to address comments from the State Department of Toxic Substances Control in accordance with Section 15164 of the CEQA Guidelines; and

WHEREAS, subsequent to these actions, RT determined that several minor changes to the Project were necessary or desirable to achieve RT's objectives for the Project, specifically: (1) addition of a bus wash at the northwest corner of the site; (2) demolition of Building 660 at the eastern boundary of the site instead of renovation; (3) addition of two access driveways from the east and west; (4) demolition of Building 683; (5) installation of concrete blocks at the northeast perimeter of the fueling equipment; (6) addition of a service building at the fueling station for retrieval of fares and inspection of brakes; and (7) construction of a 3,750-foot, 4-inch steel gas pipeline to the proposed compressed natural gas (CNG) equipment yard by PG&E; and

WHEREAS, pursuant to CEQA, RT undertook an analysis to determine if the proposed changes to the Project necessitate preparation of a subsequent EIR or negative declaration; and

WHEREAS, because more than three years have passed since approval of the CE by the FTA, and given the proposed changes in the project, a written reevaluation of the Project is required under NEPA before the FTA will grant further approvals for the Project.

BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, pursuant to Section 15164(c) of the CEQA Guidelines, RT prepared Sacramento Regional Transit District Bus Maintenance Facility at McClellan Park CEQA

Addendum No. 2 and NEPA Re-Evaluation (Exhibit A), dated September 2009, to analyze whether proposed changes to the Project necessitate preparation of a subsequent EIR or negative declaration.

THAT, pursuant to the CEQA Guidelines, the RT Board of Directors finds that the changes to the Project are minor and that none of the conditions described in Section 15162 of the CEQA guidelines calling for preparation of a subsequent EIR or negative declaration have occurred because the proposed changes (as further discussed in Exhibit A): (a) are not substantial and do not require major revisions to the Project's FIS/MND; (b) do not create new significant environmental effects or an increase in the severity of the previously identified significant effects; and (c) do not create substantial changes with respect to the circumstances under which the Project is undertaken. In addition, there is no new information of substantial importance which was not known or could have been known at the time the Project's FIS/MND was certified that shows the changes could create significant effects not previously discussed, increase the severity of the previously identified effects, or require analysis or adoption of new mitigation measures or alternatives.

THAT, the RT Board has considered the information contained in the Addendum and Re-evaluation,

THAT, the CEQA Addendum/NEPA Re-evaluation for the Project reflects the independent judgment of the RT Board.

THAT, in accordance with Section 15164 of the CEQA guidelines, the RT Board of Directors hereby approves Addendum No.2 to the Project FIS/MND, which is attached hereto and incorporated herein as Exhibit A.

THAT, Sacramento Regional Transit District Bus Maintenance Facility at McClellan Park CEQA Addendum No. 2 and NEPA Re-Evaluation (Exhibit A) is intended to serve as the written reevaluation called for by 23 C.F.R. Section 771.129.

THAT, the RT Board of Directors finds, after reevaluation of the Project, including the changes set forth above, that the Project still meets the criteria set forth in 23 C.F.R. Section 771.117(d)(8) for a Categorical Exclusion.

STEVE MILLER, Chair

A T T E S T:

MICHAEL R. WILEY, Secretary

By:

Cindy Brooks, Assistant Secretary

**SACRAMENTO REGIONAL TRANSIT DISTRICT
BUS MAINTENANCE FACILITY AT MCCLELLAN PARK
CEQA ADDENDUM NO. 2 AND NEPA RE-EVALUATION**

Prepared for:

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December 2009

Sacramento Regional Transit District Bus Maintenance Facility at McClellan Park CEQA Addendum No. 2 and NEPA Re-evaluation

Introduction

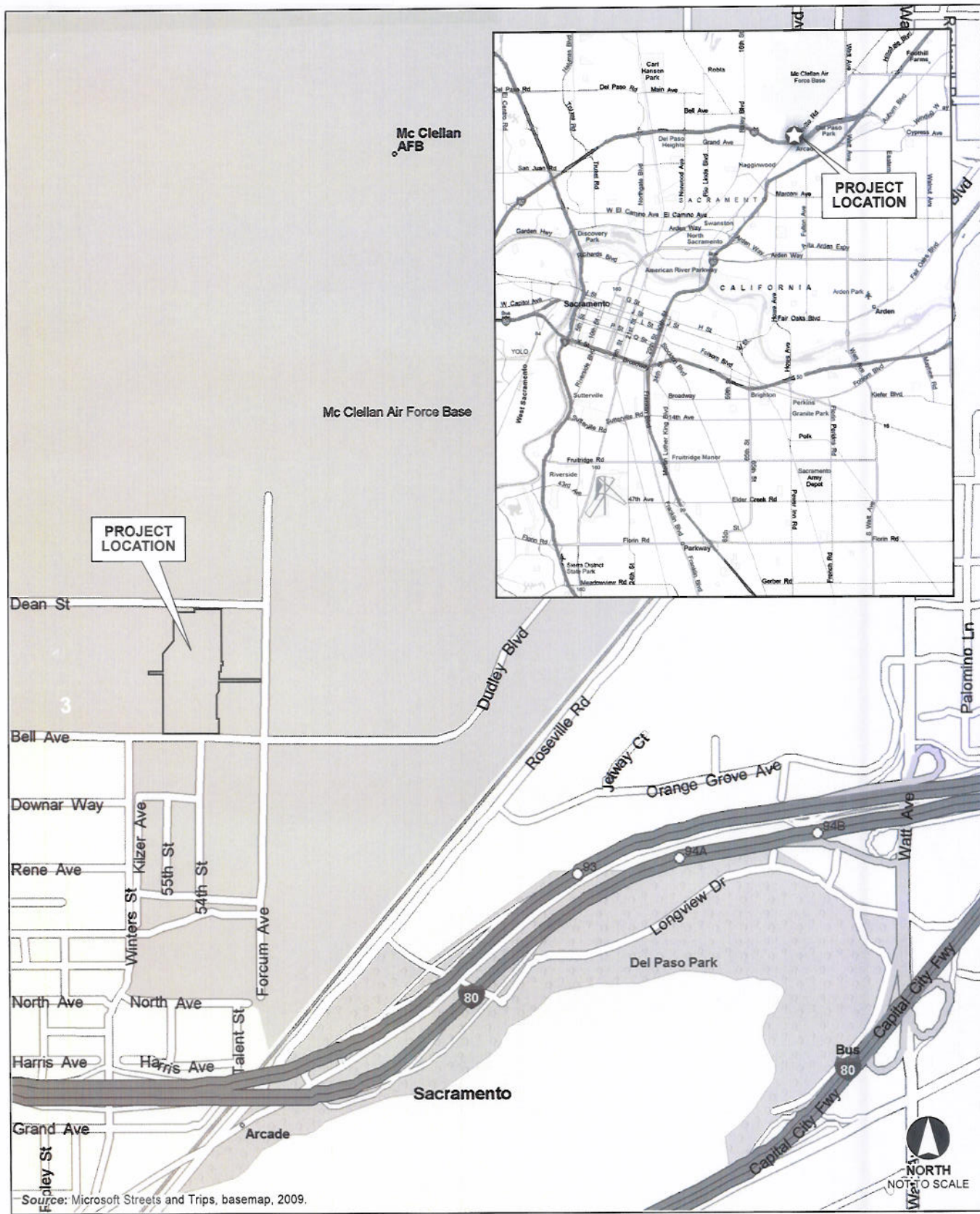
Sacramento Regional Transit District (RT) operates a bus network of 248 buses that are powered by compressed natural gas (CNG) and service a 418-mile service area that has reached the effective capacity of its sole bus maintenance facility in Midtown Sacramento. In order to meet the projected 150 percent increase in transit service needs of urban Sacramento and the recommendations of regional plans for transportation and air quality, RT requires a new bus maintenance and operations facility. The purpose of the Bus Maintenance Facility #2 (BMF#2) project is to provide sufficient maintenance facilities to accommodate the planned growth of RT's bus service and to locate the new maintenance and operations facility at an optimal site from an environmental, cost, and operations point of view. The new maintenance facility would need to provide space for fueling and maintenance for up to 250 CNG buses and allow modest expansion of the existing facility's capacity.

From 2002 to 2004, RT engaged a team of professional maintenance facility design consultants to assist in reviewing the existing facility and to design and site a new facility. The approach taken in the resulting studies was to maximize the efficiency of the RT bus system by strategically locating a new maintenance facility. The project included preliminary site planning, space needs forecasts and analyses, and screening of 28 alternative sites.

On December 9, 2002, the RT Board approved an Initial Study and Mitigated Negative Declaration (IS/MND) in compliance with the California Environmental Quality Act (CEQA) for the then-preferred 31.7-acre site at Main Avenue near the intersection of Raley Boulevard (Main Avenue site). In addition, the Federal Transit Administration (FTA) approved a Categorical Exclusion (CE) for the Main Avenue site on July 2, 2003. RT was subsequently presented with an opportunity at a site in McClellan Park (the former McClellan Air Force Base [hereafter "AFB"]) for its new BMF#2, which offers even more desirable amenities in terms of location, cost, and the ability to reuse existing buildings.

RT initiated an evaluation to document the environmental impacts, if any, of the BMF#2 project at 3701 Dudley Boulevard in the southwest corner of McClellan Park (see Figure 1). BMF#2 also involves modifications to the existing Midtown Maintenance Facility to allow it to operate more efficiently and to modestly increase its capacity; however, the Midtown improvements have already been addressed in the prior environmental document and approved by RT and the FTA in 2002. The facilities will provide repair and service for CNG buses, as RT has phased out its entire diesel bus fleet to meet the more stringent air quality requirements of the Sacramento region.

Figure 1 Project Location Map



Source: Microsoft Streets and Trips, basemap, 2009.



FIGURE 1
Project Location Map

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Sacramento Regional Transit Bus Maintenance Facility #2 Project

FTA approved a CE on September 17, 2004 and the RT Board of Directors approved an IS/MND on February 28, 2005 for the BMF#2 at McClellan Park. Shortly after the approval of the IS/MND, RT received a letter from the California Department of Toxic Substances Control in March 2005, which provided minor corrections to the document in regards to hazardous materials conditions at the former McClellan AFB. The comments were responded to by RT and Addendum No. 1 was prepared to update the IS/MND. The amendments to the IS/MND did not result in changes to the impacts or mitigation measures. Thus, no subsequent EIR or IS/MND was required. The RT Board approved Addendum No. 1 on June 27, 2005, in accordance with Section 15164(d) of the CEQA Guidelines.

Description of Changes

Subsequent to the completion of the CE and the IS/MND for BMF#2 at the McClellan Park site, additional changes to the facility evaluated in the 2004 and 2005 environmental documents are proposed by RT. Because these new modifications were not discussed in the IS/MND and CE, the proposed modifications require further environmental evaluation in compliance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

The revised project (defined as the BMF#2 project approved in 2004 and 2005 and the currently proposed modifications listed below) have been evaluated in this Addendum and Re-evaluation, pursuant to the *23 Code of Federal Regulations (C.F.R.) Section 771.129 (Re-evaluations)*, and pursuant to *Title 14, California Code of Regulations (CEQA Guidelines) Section 15164*. As a result of this re-evaluation, RT has concluded that no new significant impacts or substantial increases in the severity of previously- identified significant effects would result from the revised project as proposed.

This Addendum and Re-evaluation summarizes the conclusions presented in the BMF#2 CE and IS/MND, analyzes the proposal in light of that information and other information now available, and concludes that the revised project is within the scope of previous environmental analyses, would not result in any new significant environmental effects, would not trigger any mitigation measures not already being carried out as part of the BMF#2 project, and does not require additional environmental review.

The modifications and additional features include the following:

- A bus washer at the northwest corner of the site;
- Demolition of Building 660 at the eastern boundary of the site instead of renovation;
- Two access driveways to the bus maintenance facility from the east and west;
- Demolition of Building 683 to accommodate the east driveway from Forcum Avenue;
- Installation of concrete blocks at the northeast perimeter of the CNG fueling equipment;
- A service building that retrieves fares and inspects brakes as part of the fueling facility; and

- Construction of a 3,750-foot, 4-inch steel gas pipeline from Roseville Road to the proposed compressed natural gas (CNG) equipment yard on the project site.

The revised site plan for the BMF#2 improvements is shown in Figure 2 and Figure 3.

Construction Scenario

Construction of the revised project will take approximately 15 months and will occur in eight phases (see Table 1). Initial demolition began in June 2009 and the project will be completed by September 2010.

Phase	Begin Date	Completion Date
Exterior Facilities Demolition	June 2009	Sept 2009
Gas Line Installation	Jan 2010	Aug 2010
CNG Fueling Equipment Installation	March 2010	Sept. 2011
Steam Plant Demolition	Dec 2010	Jan 2011
Replace Roof, Building 655	March 2010	May 2010
Bus Washer Installation	Sept 2010	Mar 2011
CNG Service Building	Oct 2010	June 2011

Source: Jim Olsen, 4Leaf, Inc, electronic communication with PBS&J, September 1, 2009.

Analysis

The modifications to the BMF#2 site plan and the off-site installation of the gas pipeline would not change the impacts discussed in the BMF#2 CE and IS/MND. The CE and IS/MND did not identify any significant impacts associated with the previously proposed site plan and project features discussed. However, because the majority of actions proposed under the 2004 CE have not occurred within three years of the CE approval, topics required to be addressed in a CE have been revisited and are discussed below in this document.

Metropolitan Planning and Air Quality Conformity

The revised project is located in the Sacramento Valley Air Basin, which is designated as nonattainment for federal and State 8-hour ozone, State 1-hour ozone, State and federal PM₁₀, and the federal and State PM_{2.5} standards. However, under 40 C.F.R. Section 93.126 (Exempt Projects), the revised project is exempt from federal transportation conformity determination requirements. As shown in Table 2 of 40 C.F.R. Section 93.126, "Construction of new bus or rail/storage/maintenance facilities," is included among types of projects that are exempt.

Figure 2 Revised Project Site Plan

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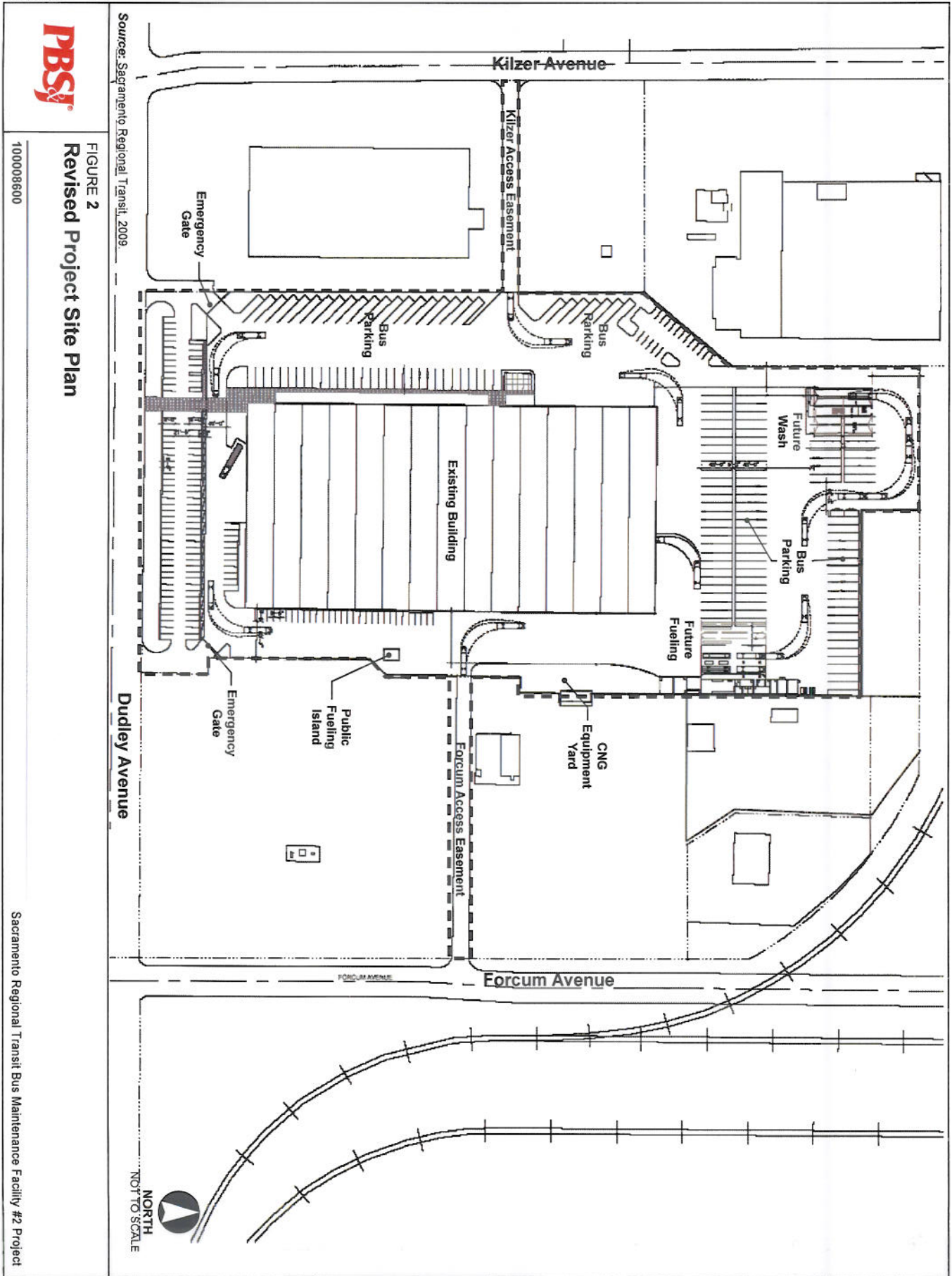


FIGURE 2
Revised Project Site Plan

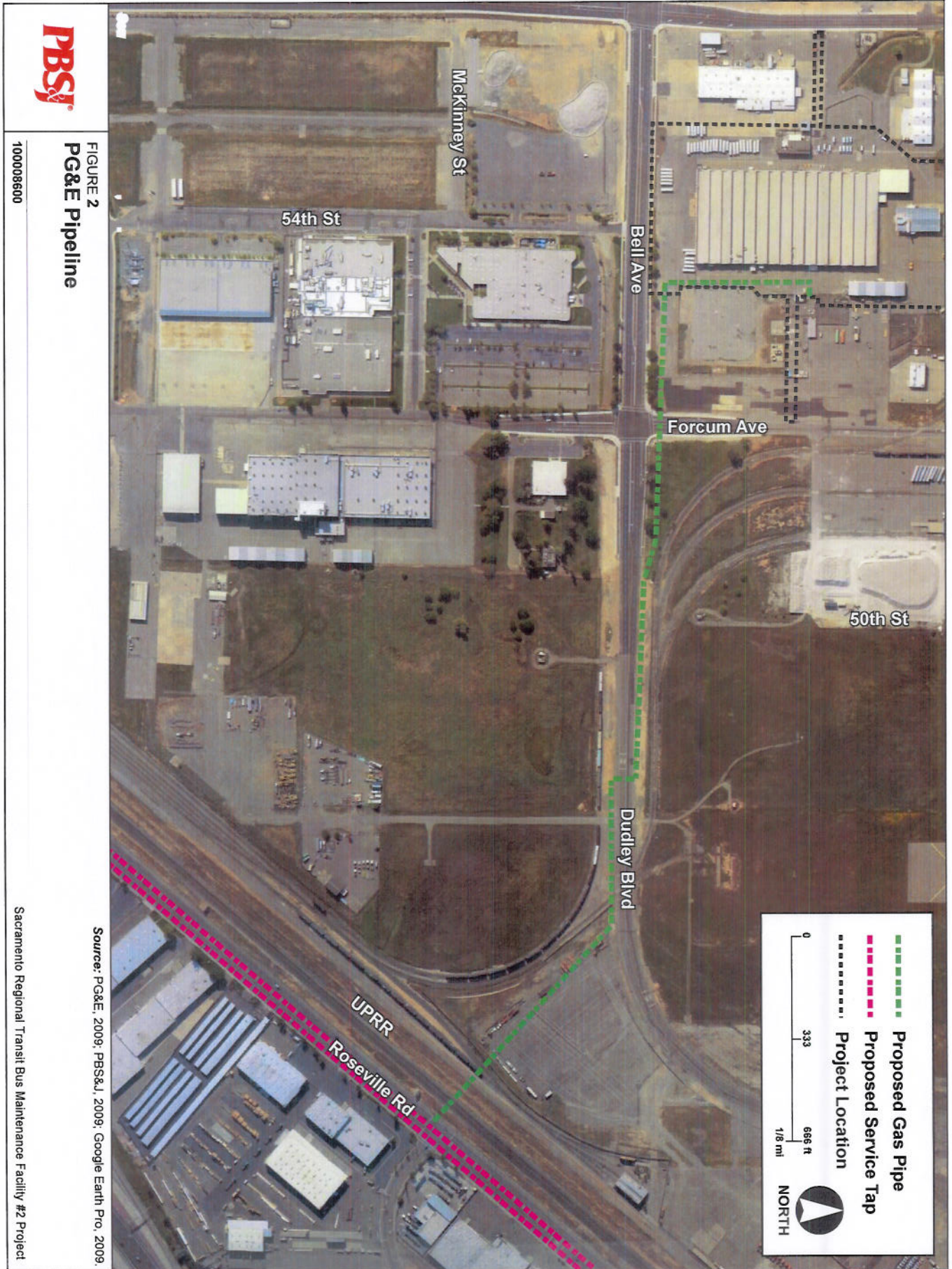
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Source: Sacramento Regional Transit, 2009.

Sacramento Regional Transit Bus Maintenance Facility #2 Project

Figure 3

Gas Transmission Line Location



Nonetheless, the revised project would include implementation of Mitigation Measures AQ-3.1 and AQ-3.2 of the approved CE and IS/MND, which call for implementing the Sacramento Metropolitan Air Quality Management District's mitigation for reducing emissions from heavy-duty construction vehicles and standard dust control measures, which would minimize fugitive dust emissions during construction.

Zoning

The revised project is located within the West McClellan District of the larger McClellan Business Park in unincorporated Sacramento County. The project site is zoned Special Planning Area (SPA), which allows for continued use of the property and facilities at McClellan Park for the maintenance, repair, procurement, supply, distribution, and transportation of aircraft, parts, and component systems. The SPA originally supported the retention of existing uses and jobs while providing for future expansion of the McClellan Park in a manner consistent with the capacity and capabilities of the AFB facilities, equipment, and workforce. The project site was formerly used as an automotive repair facility; thus, the bus maintenance facility would be consistent with previous uses at the site as well as surrounding light industrial uses. Therefore, the revised project would result in no adverse effects on land use and zoning.

Traffic Impacts

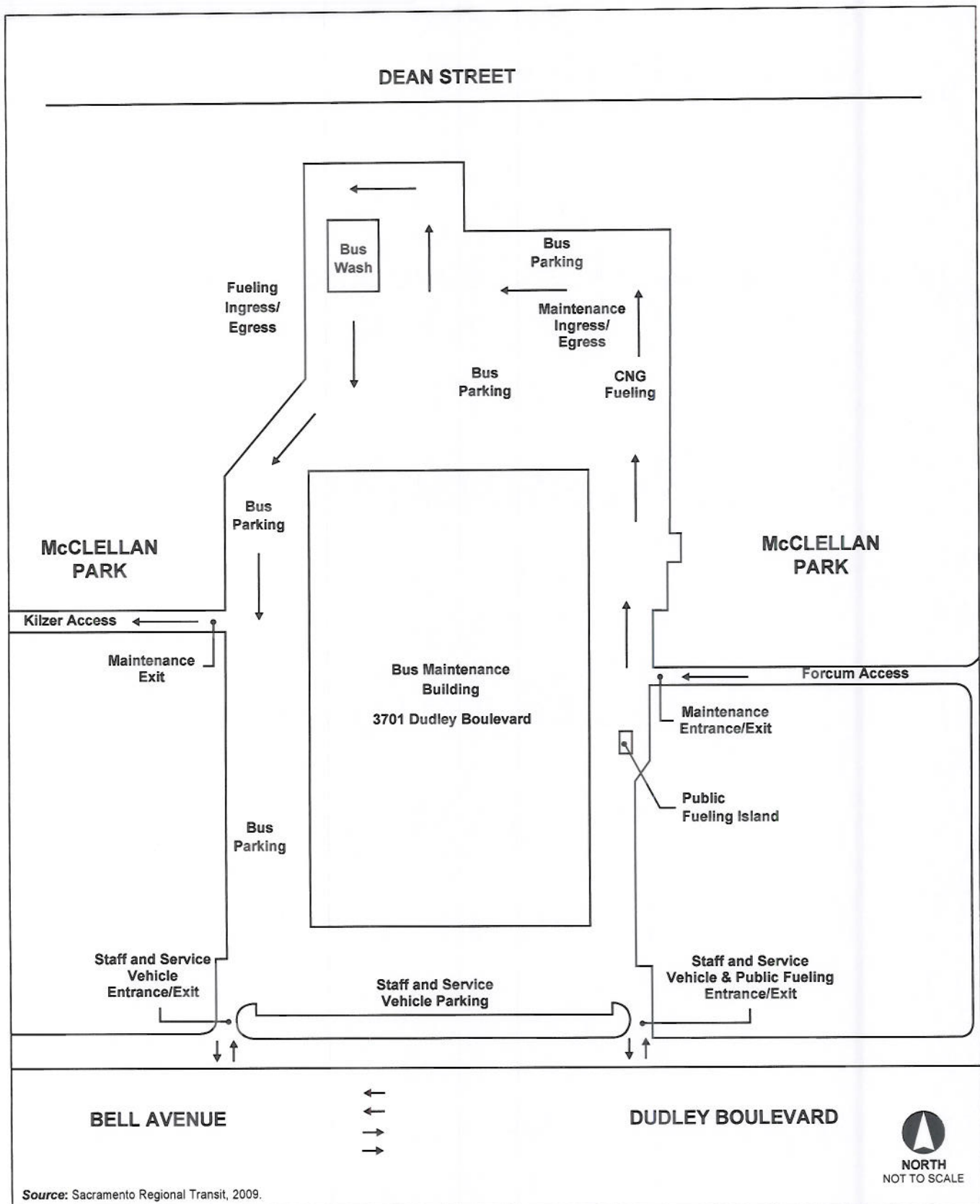
As part of the environmental review for the McClellan AFB Reuse Plan, Sacramento County studied the effects of redevelopment on transportation facilities at the AFB as well as surrounding areas.¹ Since 2004, no new land uses have been proposed within McClellan Park that were not accounted for in the McClellan AFB Reuse Plan and no new traffic studies have been prepared since the approval of the CE and IS/MND and the McClellan AFB Reuse Plan Supplemental Environmental Impact Report (SEIR). The McClellan AFB Reuse Plan SEIR assumed industrial uses for the project site (1,272 daily trips, 178 during the A.M. peak hour and 191 during the P.M. peak hour).

The revised project still assumes the same number of trips as the CE and IS/MND for the BMF #2 (1,900 daily trips, 45 during the A.M. peak hour and 80 during the P.M. peak hour). As analyzed in the CE and IS/MND, all intersections within the traffic study area would operate at acceptable levels of service (LOS D or better) even taking into account existing traffic and cumulative traffic impacts. The same analysis and conclusions apply to the revised project.

The internal bus circulation pattern for the revised project is shown in Figure 4. Bus access at the site would be from two access driveways to Forcum Avenue on the east and Kilzer Avenue on the west. Bus traffic would be entering from Forcum Avenue and exiting onto Kilzer Avenue. The east driveway would be two-way to account for a small amount of other government-agency fueling of CNG, exiting the property to Forcum Avenue. The Kilzer Avenue driveway would also be two-way;

¹ County of Sacramento, *McClellan AFB Draft Final Reuse Plan, Draft SEIR*, July 2002.

Figure 4 Circulation Plan



Source: Sacramento Regional Transit, 2009.



FIGURE 4
Circulation Plan

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Sacramento Regional Transit Bus Maintenance Facility #2 Project

however, it would primarily be used as an exit. Typically, buses would enter from the Forcum Avenue entrance and travel north to refuel at the CNG fueling area. Occasionally, buses would travel northwest within the site and pass through the bus washer. From there, buses would either park at bus stalls within the project site or enter the maintenance facility building for maintenance and repairs. Buses would enter and exit the maintenance facility from the north at the northeast corner of the maintenance facility building. On occasion, the CNG fueling area would also serve non-RT vehicles belonging to other government agencies). The non-RT vehicles would enter the site from Dudley Boulevard on the east, refuel, then exit using the Forcum Avenue Driveway. These changes to on-site circulation are mainly for improved internal flow and to separate buses from other non-bus vehicles. Because all on-site traffic would exit onto Dudley Boulevard as analyzed in the previous project, changes to internal circulation would not affect nearby roadway levels of service.

As was concluded in the CE and IS/MND, the revised project would also not interfere with existing or planned bicycle facilities planned for in the Sacramento City/County Bikeway Master Plan. Additionally, bus and traffic circulation would not pose an undue problem for bicyclists in the site vicinity. Implementation of the project would not result in removal of existing pedestrian facilities and would result in the installation of pedestrian sidewalks in accordance with Sacramento County regulations. Therefore, there would not be any adverse changes to the existing transit, bicycle, or pedestrian systems. The installation of the gas pipeline could cause short-term temporary closures or detours of lanes along Roseville Road, Dudley Boulevard, and Forcum Avenue, but these effects would be short term and the construction would be coordinated with the Sacramento County Municipal Services Agency to ensure safe vehicular and pedestrian movement during construction.

Climate Change

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHGs has been implicated as a driving force for global climate change. Climate change is commonly used interchangeably with “global warming” and the “greenhouse effect.” Definitions of climate change vary between and across regulatory authorities and the scientific community, but in general can be described as the changing of the earth’s climate caused by natural fluctuations and anthropogenic activities that alter the composition of the global atmosphere. Individual projects contribute to the cumulative effects of climate change by emitting GHGs during demolition, construction, and operational phases. The principal GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor.

It is expected that the revised project would result in short-term GHG emissions from the combustion of fuel during construction and long-term GHG emissions from local traffic increases (mobile sources). However, the revised project is a bus maintenance facility intended to reduce regional vehicle trips associated with passenger cars along roadways and freeways in the Sacramento region. The revised project would service up to 250 CNG buses, which would increase transit capacity and would contribute to a reduction in GHG emissions associated with personal vehicles. Because of this, the

revised project would not be expected to result in a net increase in GHG emissions on a regional level. The SMAQMD has not adopted significance criteria or methodologies for estimating a project's contribution of GHGs or evaluating its significance. However, no individual project, including the revised project, could, by itself, generate sufficient emissions of GHGs to result in a significant impact in the context of the cumulative effects of GHG emissions. Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, requires the California Air Resources Board to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions). It is also important to note that future State actions taken pursuant to AB 32, including requirements for lower carbon-content in motor vehicle fuels, improved vehicle mileage standards, and increased share of renewable energy in electricity generation would also serve, in time, to further reduce GHG emissions related to the revised project. Therefore, there would be no adverse effects related to GHG emissions.

CO Hot Spots

As mentioned previously, the revised project is exempt from transportation conformity determination requirements per 40 C.F.R. Section 93.126, which includes a requirement to perform a localized carbon monoxide (CO) hot-spot analysis. However, for the purpose of this environmental analysis, the following is a qualitative evaluation regarding the potential for localized CO hot spots. As analyzed under the traffic discussion, the revised project would not result in any significant increases in local roadways or result in significant changes to the existing roadway traffic circulation patterns. Therefore, the revised project would not worsen any existing CO hot spots.

Historic Resources

Since the revised project received, and will receive additional, federal funding, compliance with Section 106 of the National Historic Preservation Act (NHPA) was and is required. In accordance with the NHPA, an area was delineated and identified in the CE and IS/MND around the project site to encompass potential direct and indirect effects on cultural resources that might occur within the area. No known prehistoric or historic archaeological sites are located in the project vicinity.² In addition, the proposed gas pipeline would not traverse any cultural sites or resources outside the immediate project area. Since the revised project would involve ground-disturbing activities, there is a potential to disturb unknown archaeological resources during project construction. For work performed by RT or its third-party contractors, implementation of Mitigation Measure CR-2.1 from the CE and IS/MND, which requires that RT implement recommendations of a qualified archaeologist in the event of a discovery, would reduce potential impacts to archaeological resources. Project-related construction activities may uncover unmarked graves. For work performed by RT or its third-party contractors, implementation of Mitigation Measure CR-4.1 from the CE and IS/MND, which requires that the

² JRP Historical Consulting, *Historic Architectural Resources Compliance under Section 106 of the National Historic Preservation Act and the California Environmental Quality Act for the Sacramento Regional Transit's Bus Maintenance Facility at McClellan Park, Sacramento, California*, Letter Report, November 26, 2003.

project contractor contact the Sacramento County Coroner to make a determination and provide recommendations on treatment and disposition in the event of a discovery or recognition, would reduce potential impacts due to disturbance to previously unidentified human remains. The proposed gas pipeline will be constructed by the Pacific Gas and Electric company (PG&E). Although PG&E is not bound by the mitigation measures in the IS/MND regarding cultural resources, PG&E must comply with all state and federal regulatory requirements regarding archeological discoveries and unmarked graves. These regulatory requirements, combined with the low likelihood of discoveries, reduces the potential impacts to archeological resources and unidentified human remains to no adverse effect.

In regards to paleontological resources, the project area is underlain by alluvial soils developed on old river plains and terraces that have been reworked numerous times by river action. In their recent geologic history, it is unlikely that any pre-existing fossil-bearing deposits would remain intact.³ Consequently, no adverse effect on paleontological resources is expected.

As discussed in the CE and IS/MND, Buildings 656, 658, and 695, which are proposed for demolition, were constructed in 1954 and 1965 and are not historic structures. Building 683, which is a one-story former equipment and maintenance building, is also not a historic structure.⁴ In addition to the buildings listed, the revised project also includes demolition, instead of renovation, of Building 660, and demolition of Building 683 to accommodate the Forcum Avenue driveway. On July 29, 2009, a PBS&J Architectural Historian reviewed the Historic Architectural Resource Section 106 Compliance report prepared by JRP Historical Consulting for the CE and IS/MND previously prepared for the BMF#2 project, and the scope of the proposed changes to the project. JRP examined all of the buildings and structures at the BMF#2 site and concluded that “there are no buildings, structures, objects, sites, or districts located within the project Area of Potential Effect (APE) that are listed in, determined eligible for listing in, or appear eligible for listing in the National Register of Historic Places.” Thus, the revised project would have no adverse direct or indirect effects on historic resources.

Noise

Under current conditions and as discussed in the CE and the IS/MND, there are no noise-sensitive receptors within 500 feet of the project site, which is the required screening distance for noise assessments by FTA for bus facilities that are located in areas of intervening buildings.⁵ The primary sources of noise associated with the revised project would be bus trips to and from the project site and general bus maintenance activities. Noise levels recorded in McClellan Park and its surroundings, which included former military operations, indicated that baseline noise levels are between 60 and 70

³ Sacramento Regional Transit District, *Bus Maintenance Facility at McClellan Park Categorical Exclusion*, August 3, 2004, p. 3.2-2.

⁴ JRP Historical Consulting, *Historic Architectural Resources Compliance under Section 106 of the National Historic Preservation Act and the California Environmental Quality Act for the Sacramento Regional Transit's Bus Maintenance Facility at McClellan Park, Sacramento, California*, Letter Report, November 26, 2003.

⁵ Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

decibels (dB) within the project vicinity.⁶ Acceptable noise levels for industrial uses in the project area range from 50 to 70 dB. Since maintenance activities associated with the revised project would be less intensive than military operations, noise levels generated by the revised project are not expected to exceed the established acceptable range of noise levels. Furthermore, potential sensitive receptors within the project vicinity are located outside of the 500-foot impact zone established by the FTA as the area of noise impact for bus maintenance facilities. Finally, the gas pipeline route traverses an undeveloped area, where there are no sensitive receptors. As a result, construction activities that would be associated with installation of the pipeline would not disturb sensitive land uses. Therefore, the revised project would have no adverse effects on surrounding land uses.

Vibration

The revised project would involve renovation and demolition of existing buildings, as well as construction of a new bus washer and CNG fueling area. As discussed above under the Construction Scenario, these activities would occur in phases that would reduce the amount of vibration. The County's designated hours for work under the noise ordinance are from 6:00 AM to 8:00 PM on weekdays, and 7:00 AM to 8:00 PM on Saturdays and Sundays.

Although RT is a public transit district and is not subject to local regulations, RT will adhere to the County's noise ordinance in carrying out the revised project. Furthermore, construction and operation of the revised project would not involve new land uses, equipment, or other features that would result in substantial vibration within the project area. Therefore, there would be no adverse vibration effects.

Acquisitions and Relocations Required

The revised project would not require any additional land acquisition not yet already assumed in the CE and IS/MND, nor would it require relocation of existing uses. The project site is currently being leased to RT by MP-655, LLC, a wholly-owned subsidiary of McClellan Business Park, LLC, the development entity hired by Sacramento County to market and redevelop the former air force base. Based on the terms of a net lease and purchase agreement between RT and MP-655, LLC, RT will become the owner of the project site when MP-655, LLC receives a deed from the United States Air Force (Air Force). MP-655, LLC will execute a deed to the project site to RT, finalizing RT's ownership of the site. The Forcum Avenue access driveway on the eastern boundary of the project site would require an easement from Sacramento County, but RT would initially be granted a 3-year "Permit for Project Purposes and License for Use" to use the property. The Forcum permit will be converted to a permanent easement when the Finding of Suitability for Transfer #1 (FOSET #1) is signed by the Governor of California and is granted for the entire McClellan Park property by the California Department of Toxic Substances Control. RT would receive a license from McClellan Business Park, LLC for the Kilzer Avenue access driveway until the FOSET #1 is completed. The site is mostly vacant and is currently occupied by some RT Community Bus Service staff and is temporarily used for obsolete RT bus vehicle storage. Since the revised project (including the off-site portion

⁶ County of Sacramento, *McClellan AFB Draft Final Reuse Plan, Draft SEIR*, July 2002. Table 3.5-2.

where the gas pipeline would be installed) is within property in McClellan Park that is intended to be purchased and redeveloped and would not require relocation of any residences or businesses, the revised project would not result in adverse acquisition or relocation effects.

Hazardous Materials

McClellan Park is a National Priority List (Superfund) site. Contaminants on the site are mainly confined to groundwater contamination created at various industrial sites around McClellan Park due to the historical military, industrial, and aviation operations of the facility. Groundwater contaminants of concern are VOCs. Hazardous materials historically handled at the AFB included industrial solvents, caustic cleaners, electroplating chemicals, heavy metals, fuels, oils, lubricants, paints, pesticides, and radioactive substances. The DOD has executed a Federal Facilities Agreement with the Environmental Protection Agency (EPA) in which the DOD affirms its responsibility to remediate the contamination. In addition, the DOD is responsible for the costs to clean the site and all liability associated with the contamination through the Economic Development Conveyance with the County of Sacramento. Therefore, the County and any successors are indemnified from any liability as long as they do not disturb hazardous materials. The Department of Defense (DOD) manages an Encroachment Permit (EP) process for all digging on the former base. The terms of this permit have DOD overseeing all encounters with contaminated soil and manage the contaminated construction spoils. Upon transfer of the property under FOCET #1, McClellan Business Park will take over and administer the Encroachment Permit process. There are no restrictions affecting the reuse of the facilities and no issues that pose an environmental risk.

Subsurface (e.g., potential soil and groundwater contaminants) and surface (e.g., past on-site building uses, waste containers and above-ground storage tanks, storage bins, asbestos-containing materials (ACM)), and lead) hazardous materials are known to exist at the project site, and soil and groundwater contamination exists within McClellan Park. While groundwater is not likely to be encountered during development activities associated with the revised project, exposure to contaminated soils in the vicinity of the project site is possible. The primary contaminants are VOCs, polychlorinated biphenyls, and heavy metals. Furthermore, hazardous waste containers found on site could be leaking contaminants into the ground and nearby drains. The existing PG&E gas pipeline that enters the west side of the site could be leaking contaminants into the soil and groundwater. There has been no evidence to date to suggest that the gas pipeline is leaking. Furthermore, the proposed PG&E 3,750-foot, 4-inch steel gas pipeline from Roseville Road to the bus maintenance facility area would operate in compliance with federal, state, and local regulations, and, therefore, would not be expected to cause an environmental hazard. During grading and excavation, demolition, and other construction activities, construction workers and members of the public could be at risk for exposure to contaminated soil and/or groundwater. Construction workers would be at the greatest risk of exposure, particularly if hazardous materials in the soil or groundwater are not adequately identified and proper precautions not implemented. Exposure to on-site environmental contamination, if encountered, could occur through dermal contact or inhalation and result in various short-term or long-term health effects specific to each

chemical present if of sufficient concentration and duration. Acute effects, often resulting from a single exposure, could range from major to minor effects, such as nausea, vomiting, headache, or dizziness.

Site remediation itself, if required, could also have adverse health and safety impacts. If site remediation were conducted without appropriate safeguards, workers, and possibly the public, could potentially be exposed to chemical compounds in soils, soil gases (gases or vapors, mostly air, trapped within soil), or groundwater, or to airborne chemicals. Workers directly engaged in on-site activity would face the greatest potential for exposure. The public could be exposed to contaminants if access to the project site were insufficiently controlled. The Air Force has an Encroachment Permit process in place to monitor and provide guidance during construction operations, both for on-site and off-site activities. As described under the changes to the project description (see “Description of Changes” above), the proposed bus maintenance facility would include construction and operation of a gas pipeline extending from Roseville Road into the maintenance facility area. If contaminants are encountered during construction of on-site or off-site activities, the Air Force would be notified and remediation safeguards would be placed into effect immediately.

Worker and public health/safety requirements would apply during remediation activities. Potential adverse impacts of remediation would be mitigated almost entirely by legally required safety and hazardous waste handling precautions. For hazardous waste workers, California Division of Occupational Safety and Health regulations mandate an initial 40-hour training course and subsequent annual training review. Additionally, site-specific training would be required for some workers. These measures, along with application of cleanup standards subject to review by responsible agencies, would serve to protect human health and the environment during site remediation, thus reducing potential impacts. Nevertheless, unless these plans are adequately prepared and implemented, the revised project could pose a significant impact by creating a substantial human health hazard or involving the disposal of materials in a manner that poses substantial hazards to people or to animal or plant populations. For work performed by RT or its third-party contractors, implementation of Mitigation Measures HM-1.1 and HM-1.2 from the CE and IS/MND, which require preparation and implementation of a Site Health and Safety Plan and an on-site industrial hygienist present, as necessary, during project construction, would reduce potential impacts from exposure to hazardous materials. Although PG&E is not bound by the mitigation measures in the IS/MND regarding hazardous materials, PG&E must comply with all state and federal regulatory requirements regarding hazardous materials and the requirements imposed by the Air Force through the Encroachment Permit process. The combination of mitigation measures, regulatory safeguards, and the Encroachment Permit conditions reduce the potential impacts from exposure to hazardous materials to no adverse effect.

The revised project would include demolition and renovation of buildings constructed prior to 1960. As discussed in the CE and IS/MND, the 1995 asbestos survey of the AFB states that 205 buildings with some form of ACM exist at McClellan Park and could include buildings on the project site. Implementation of Mitigation Measure HM-2.1 from the CE and IS/MND, which requires RT to conduct surveys prior to construction to identify structures with ACMs, would reduce potential adverse effects from release of ACMs.

Day-to-day operations of the revised project would include bus washing and refueling, equipment cleaning, and deposition of fuel oils, and potential accidental spills of hazardous materials could adversely affect the health and safety of workers at the facility and adjacent uses. However, hazardous wastes resulting from day-to-day operations would not exceed existing volumes and would be disposed of properly in compliance with federal, State, and local regulations, similar to the procedures that RT already follows at the existing Midtown Maintenance Facility. Therefore, there would be no adverse effects resulting from a public health hazard as a result of RT's routine operations at the new bus maintenance facility.

Community Disruption and Environmental Justice

The project site is located within the McClellan Business Park, which already supports industrial, commercial, and aviation uses. No residences, schools, or other sensitive uses are located near the project site or along the gas pipeline route. The revised project would result in a new maintenance facility on property already leased by and minimally occupied by RT and a gas pipeline located alternately in undeveloped area or along an existing public right of way. The revised project would not result in community disruption, land use changes, or disproportionately high and adverse human health or environmental effects related to minority or low-income populations. As mentioned above, any hazardous materials at the site would be stored, handled, and disposed of in accordance with federal, State, and local regulations. Thus, the revised project would have no adverse effects related to community disruption and environmental justice.

Use of Public Parkland and Recreational Areas

The revised project would not increase population in the area; therefore, there would be no increase in demand for parks and recreational areas. There are no publicly-owned parks and recreational areas within the project vicinity. Consequently, the revised project would have no adverse effects on these resources.

Impacts on Wetlands

The project site is located in mostly developed business park, with some pockets of undeveloped areas. Based on a site visit by a PBS&J biologist on June 8, 2009, there was no evidence of wetlands on or immediately adjacent to the BMF#2 project site. Therefore, the revised project would have no adverse effect on wetlands.

A follow-up visit was conducted on November 16, 2009 to examine the alignment for the proposed gas pipeline between the BMF#2 site and the existing gas pipeline along Roseville Road.

No wetlands or other biological resources are present along the portion of the gas pipeline route from the BMF#2 site to Forcum Avenue. There is a vernal pool conservation area south of Dudley Boulevard, east of Forcum Avenue and west of the railroad track that curves from Dudley Boulevard south to the tracks adjacent to Roseville Road. Additionally, a number of linear seasonal wetlands occur along the UPRR tracks adjacent to Roseville Road.

The proposed pipeline alignment lies entirely outside of the conservation area and is separated from it by railroad tracks. The proposed pipeline would pass under the UPRR tracks and the adjacent seasonal wetlands through the use of horizontal directional drilling (HDD), thus avoiding impacts on those features. Since neither the vernal pool conservation area nor the seasonal wetlands adjacent to the UPRR tracks would be affected by the project, the revised project would have no adverse effect on wetlands.

Floodplain Impacts

The project site for the BMF#2 is not located within a Federal Emergency Management Agency (FEMA) designated 100- or 500-year floodplain area. The route for the gas pipeline would also be outside the designated 100- and 500-year floodplain area until it crosses under the railroad tracks to Roseville Road. Areas east of the railroad tracks are designated as Zone A0, which have flood depths from one to three feet, with sheet flow on sloping terrain. However, the gas pipeline would be underground and would not impede surface water flows such that flood impacts in the area would be exacerbated. Therefore, the revised project would have no adverse effects related to floodplain hazards.

Impacts on Water Quality, Navigable Waterways, and Coastal Zones

As discussed in the CE and IS/MND, the land disturbance and construction activity associated with the revised project may result in potential temporary impacts to water quality and potential violation of water quality objectives and discharge prohibitions stipulated in the Sacramento Valley Basin Plan.

Grading, excavation, and construction activities could expose either existing and/or introduced soil, resulting in increased rates of erosion during project development. Surface water runoff could remove particles of fill, excavated soil, or construction materials from the project area, or could erode soil down gradient.

Chemicals (e.g., nutrients, metals, hydrocarbons, pesticides, and herbicides) may be attached to sediment particles. Potential sources of these chemicals include the inadvertent release of petroleum-based fluids used in construction equipment and machinery, and possible construction materials that contain hazardous constituents or heavy metals. Pre-existing soil contamination could be released during construction activities; however, the Air Force Encroachment Permit remediation and cleanup of any accidental exposure of pre-existing soil contamination during construction. Chemicals released with construction-related runoff may be toxic to aquatic organisms and may impair water quality conditions in Arcade Creek and the Natomas East Drain Canal (NEMDC), where runoff from the site would flow.

Furthermore, operational activities such as bus washing, cleaning of bus maintenance equipment, release of bus or maintenance equipment fuel and oil deposits, and release of contaminants from parked cars and buses would also contribute to potential water quality degradation. Deposits of these

constituents on the ground surfaces could be swept up during storm events and carried into Arcade Creek and the NEMDC.

However, as part of the provisions of the State Water Resources Control Board (SWRCB) National Pollution Discharge Elimination System (NPDES) General Construction Permit and the existing NPDES permit in place for McClellan Park, RT and PG&E are required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) prior to construction and operation of the proposed project. The SWPPP includes standard Best Management Practices that the construction contractor must follow to prevent soil erosion during ground-disturbing activities. The SWPPP also includes a construction and post-construction pollutant control plan and associated monitoring program to control surface runoff and discharge of pollutants. The NPDES permits also require RT to prepare a grading plan for the revised project prior to construction and operation. The SWPPP and monitoring program is prepared and submitted concurrently with the final grading plan to the Central Valley Regional Water Quality Control Board. Preparation of these plans and adherence with the recommended measures, as required by law, would mitigate the potential adverse water quality effects of the bus maintenance facility.

The project site is not located near a coastal zone or in close proximity to a navigable waterway. The nearest navigable waterway is the American River, approximately 5 miles southwest from the site. Thus, the revised project would have no adverse effects on navigable waterways or costal zones.

Impacts on Ecologically-Sensitive Areas and Endangered Species

On June 8, 2009, a PBS&J biologist conducted a reconnaissance-level biological survey at the BMF#2 site. The survey consisted of walking the entire site, followed by a brief examination of the interior of buildings to be demolished as a part of the previously approved and revised project. The survey included an evaluation of the site for any special-status species known from the region, any nesting birds protected under the Migratory Bird Treaty Act, roosting bats, and wetlands.

As described in the CE and IS/MND, the BMF#2 site is entirely developed, with the exception of two small unpaved areas along the north perimeter. These small areas are occupied by mowed ruderal (weedy) grassland species. No wetlands were present in these areas, nor was there any habitat for special-status species known from the region. The interior of the buildings contained rock doves (pigeons) (*Columba livia*), and domestic cats. No evidence of use by bats was observed in any of the buildings.

As discussed above, a site visit conducted on November 16, 2009 revealed that the proposed gas pipeline would be installed adjacent to a vernal pool conservation area that is south of Dudley Boulevard, east of Forcum Avenue and west of the railroad track that curves from Dudley Boulevard south to the tracks adjacent to Roseville Road. There are also a number of linear seasonal wetlands occur along the UPRR tracks adjacent to Roseville Road. Based on the occurrence of vernal pool crustaceans elsewhere on the McClellan Park property, it is likely that these features support them as well.

As discussed above, the proposed pipeline alignment would not affect the vernal pool conservation area, seasonal wetlands, or possible vernal pool crustaceans. The proposed route for the pipeline lies entirely outside of the conservation area and is separated from it by railroad tracks. The proposed pipeline would also pass under the UPRR tracks and the adjacent seasonal wetlands because it would be installed through the use of HDD, which would avoid impacts on those features. Since neither the vernal pool conservation area nor the seasonal wetlands adjacent to the UPRR tracks would be affected by the project, the revised project would have no adverse effect on wetlands.

Based on the survey, no sensitive biological resources are present at the BMF#2 site and none would be affected by the gas pipeline. Therefore, implementation of the revised project would have no adverse effects on sensitive biological resources.

Impacts on Safety and Security

The revised project would not result in an increase in population, and would result in the same increase in employment assumed in the 2004 CE and 2005 IS/MND. Thus, no additional fire or police services would be required to serve the revised project. The project site, as well as the surrounding McClellan Business Park, is served by the Sacramento County Sherriff Department and would not require additional police services. Additionally, the revised project would be secured by a security fence and partial block wall, an electronic security system, and would be patrolled by RT Police. These measures would help to reduce the need for additional law enforcement services. Therefore, there would be no adverse effects on police services.

The on-site CNG fueling area is required by the State Building Code to meet rigorous fire/explosion prevention standards as well as code requirement for barriers and separation for all spark proceeding activities. Similarly, the proposed PG&E 4-inch steel gas pipeline would operate under strict local and state regulations to avoid risks from accidental rupture or other security considerations. Compliance with these requirements would result in no adverse effects on fire protection services.

Impacts Caused by Construction

Construction of the revised project would take approximately 15 months and would include ground-disturbing activities, such as grading and excavation. These activities could cause temporary water quality, traffic, noise, and air quality impacts.

As discussed above, preparation and implementation of a SWPPP during construction would ensure that construction-related water quality and stormwater discharge impacts would not be adverse.

Most construction activities would occur on the BMF #2 project site. The on-site construction activities would not cause lane closures or disruptions to adjacent streets and intersections. The extension of PG&E 4-inch steel gas pipeline would extend off-site and would cross Forcum Avenue, Dudley Boulevard, and Roseville Avenue. During construction of the gas pipeline, temporary road closures or detours may be necessary. However, road closure on these streets would be short-term and temporary, and would therefore not cause adverse affects on circulation and traffic. Construction activities would

furthermore be coordinated with the County to ensure safe movement and circulation by vehicles and pedestrians.

Temporary construction noise could occur and as reported in the CE and IS/MND, noise levels could reach a maximum of up to 89 dB during the daytime and could substantially increase existing noise levels. These activities would occur in compliance with the County Noise Ordinance and would not occur during nighttime hours, on Sundays, or on various public holidays. Since there are no noise-sensitive land uses identified within 0.5 mile of the project site or the route of the gas pipeline, there would be no adverse effect related to construction noise.

As discussed above under the Air Quality Conformity discussion, the revised project would include implementation of Mitigation Measures AQ-3.1 and AQ-3.2 of the approved CE and IS/MND, which are the Sacramento Metropolitan Air Quality Management District's standard techniques for reducing emissions from heavy-duty construction vehicles and fugitive dust emissions during construction.

Conclusion

Based on the above analysis and discussion above, the revised project still meets the criteria for a NEPA categorical exclusion in accordance with *23 C.F.R. Section 771.117*, and RT certifies that the project falls under the following criteria:

- 1) The action does not have any significant environmental impacts as described in *23 C.F.R. Section 771.117(a)*.
- 2) The action does not involve unusual circumstances as described in *23 C.F.R. Section 771.117(b)*.
- 3) The action is consistent with the circumstances described in *23 C.F.R. Section 771.117(d)(9)* that pertains to
Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.
- 4) The action is consistent with circumstances described in *23 C.F.R. Section 771.129* regarding reevaluations for CE designations to establish if it remains valid.

As described in the analysis above, no revisions are needed in the BMF#2 CE and IS/MND because: (1) there have not been substantial changes in the proposed action relevant to environmental concerns; (2) no new significant impacts would result from the proposed changes included in the revised project; (3) no substantial changes to environmental circumstances have occurred since the CE and IS/MND was approved in 2004 and 2005; and (4) no new information relevant to environmental concerns bearing on the proposed action has come to light that would indicate the potential for new significant impacts not discussed in the CE and IS/MND. Therefore, no further evaluation is required pursuant to

the Council on Environmental Quality Regulations for Implementing NEPA Section 1502.9, and no subsequent negative declaration is needed pursuant to CEQA Guidelines Section 15162.