Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
5	02/11/13	Open	Action	01/24/13

Subject: Approving a Resolution Adopting a Preliminary Environmental Assessment/Initial Study for the replacement and installation of a Stand-By Emergency Power Generator Project at 2700 Academy Way and Approving the Project

ISSUE

Whether or not to Approve a Resolution Adopting a Preliminary Environmental Assessment/ Initial Study for the replacement and installation of a Stand-By Emergency Power Generator Project at 2700 Academy Way and approve the project.

RECOMMENDED ACTION

Adopt Resolution No. 13-02-____, Adopting and Approving a Preliminary Environmental Assessment/Initial Study for the Installation and Operation of a Replacement Stand-By Emergency Power Generator at 2700 Academy Way and Approving the Project.

FISCAL IMPACT

None as a result of this action.

DISCUSSION

In order to provide emergency power to the RT administrative facility at 2700 Academy Way in case of a power outage, RT proposes to install and operate (as necessary) a stand-by power generator that would replace the existing generator with a state-of-the-art generator. This would provide backup power for RT light rail facilities in the event of a power emergency and ensure transit service remains functional; it would also allow generator testing and operation in compliance with, the air district requirements. The emergency generator would be an EPA-certified stationary 150-kW system that would use ultra low-sulfur diesel fuel. The generator would include a 300 gallon above-ground storage tank (AST) for diesel fuel. The generator, AST, and ancillary features would be contained within a weatherproof and sound-attenuated enclosure.

In order to comply with the California Environmental Quality Act (CEQA), a Preliminary Environmental Assessment was performed to ascertain whether the proposed project may have a significant effect on the environment and whether it falls under any class of activities categorically exempt from CEQA. On the basis of this study, it was determined that the proposed replacement stand-by power generator will not have any significant effects on the environment and that a Categorical Exemption is appropriate.

Staff recommends that the Board adopt the attached resolution: 1) Adopting a Preliminary Environmental Assessment/Initial Study for the replacement and installation of a Stand-By Emergency Power Generator at 2700 Academy Way (Exhibit A); 2) making the findings required under CEQA; and 3) approving the project and directing the filing of a Notice of Exemption.

Approved: Presented:

Final 02/05/13

General Manager/CEO

Chief of Facilities and Business Support Services

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RESOLUTION NO. 13-02-_____

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

February 11, 2013

ADOPTING AND APPROVING A PRELIMINARY ENVIRONMENTAL ASSESSMENT/ INITIAL STUDY FOR THE REPLACEMENT, INSTALLATION AND OPERATION OF A STAND-BY EMERGENCY POWER GENERATOR AT 2700 ACADEMY WAY AND APPROVING THE PROJECT.

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

WHEREAS, the Sacramento Regional Transit District (RT) operates an administrative facility at 2700 Academy Way which is critical to the daily operation of RT services; and

WHEREAS, the existing generator at 2700 Academy Way does not provide a reliable emergency power source in the event of a power outage; and

WHEREAS, RT has identified a need to provide an emergency back-up source of power for continued operations at this location during a power outage; and

WHEREAS, a Preliminary Environmental Assessment/Initial Study was prepared by and for RT to ascertain whether the replacement of a Stand-by Emergency Power Generator at 2700 Academy Way would have a significant effect on the environment.

THEREFORE, BE IT FURTHER RESOLVED, that this Board does hereby adopt the following findings, which this Board finds are supported by substantial evidence in light of the whole record:

A. THAT, a Preliminary Environmental Assessment/Initial Study has been prepared pursuant to CEQA.

B. THAT, the Preliminary Environmental Assessment/Initial Study did not identify any potentially significant effects on the environment from the proposed Project.

C. THAT, the proposed replacement of a stand-by emergency powered generator meets the standards of a class 2 categorical exemption under Title 14 California Code of Regulations, Section 15302.

D. THAT, the Board certifies the Initial Study (Exhibit A) has been completed in compliance with CEQA and is consistent with state and RT guidelines implementing CEQA.

E. THAT, the Board has before it all of the necessary environmental information required by CEQA to properly analyze and evaluate any and all of the potential environmental effects of the proposed Project.

F. THAT, the Board has reviewed and considered the Preliminary Environmental Assessment/Initial Study which reflects the Board's independent judgment.

G. THAT, the Board finds that there is no substantial evidence in the record that the Project will have any effect on the environment.

H. THAT, based on the evidence presented and the records and files herein, the Board determines that the proposed Project will not have a significant effect on the environment.

RESOLVED FURTHER THAT, the Board approves the project to install a Stand-by Emergency Power Generator at 2700 Academy Way.

RESOLVED FURTHER THAT, the Board directs staff to file a Notice of Exemption for the project.

RESOLVED FURTHER THAT, the Board designates the Assistant General Manager for Engineering and Construction, or his/her designee, located at 1400 29th Street, Sacramento, CA, 95812, as the custodian of the records in this matter.

_____
PATRICK HUME, Chair

A T T E S T:

MICHAEL R. WILEY, Secretary

By: _____
Cindy Brooks, Assistant Secretary

Exhibit A

Metro Replacement Stand-By Power Generator

Sacramento Regional Transit District

November 2012

I. BACKGROUND

1. Project Title: Metro Replacement Stand-By Power Generator

2. Lead Agency Name and Address: Sacramento Regional Transit District
   1400 29th Street
   Sacramento, CA 95816

3. Contact Person, Phone Number, and E-mail: Dawn Fairbrother
   (916) 321-3830
   dfairbrother@sacrt.com

4. Project Location: 2700 Academy Way, Sacramento, within RT's existing Metro facility, northwest of Auburn Boulevard and RT's Blue Line light rail tracks.

5. Project Sponsor's Name and Address: Sacramento Regional Transit District
   Dawn Fairbrother
   P.O. Box 2110
   Sacramento, CA 95812

6. General Plan Designation: Employment Center Low Rise

7. Zoning: M-2 (Heavy Industrial)

8. Description of Project: See Section IV, Project Description.

9. Surrounding Land Uses and Setting: See Section IV, Project Description.

10. Other Public Agencies Whose Approval is Required: See Section IV, Project Description.

II. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☐ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities/Service Systems	☐ Mandatory Findings of Significance

III. DETERMINATION

On the basis of this initial evaluation:

☒ The proposed project is exempt from CEQA pursuant to the general exemption (CEQA Guidelines 15061(b)(3)), a statutory exemption (CEQA Guidelines 15061(b)(1)), and/or a categorical exemption (CEQA Guidelines 15062(b)(2)), and that if a categorical exemption, none of the exceptions to the exemption apply. A NOTICE OF EXEMPTION will be prepared.

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the proposed project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR OR NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ _____

Signature Date

_____

Name (printed)

IV. PROJECT DESCRIPTION

PROJECT LOCATION

The proposed project is located at 2700 Academy Way in Sacramento, California (Figure 1, Project Location). The location of the existing generator that would be replaced within RT's existing Metro facility, northwest of Auburn Boulevard and the Blue Line light rail tracks, is shown in Figure 2.

SURROUNDING LAND USES AND SETTING

RT's Metro facility is an existing operation in an area zoned for light and heavy industrial uses. Surrounding development includes commercial and manufacturing businesses.

The project site is fully developed with buildings, parking, paved and unpaved storage areas, and light rail tracks.

PROJECT CHARACTERISTICS

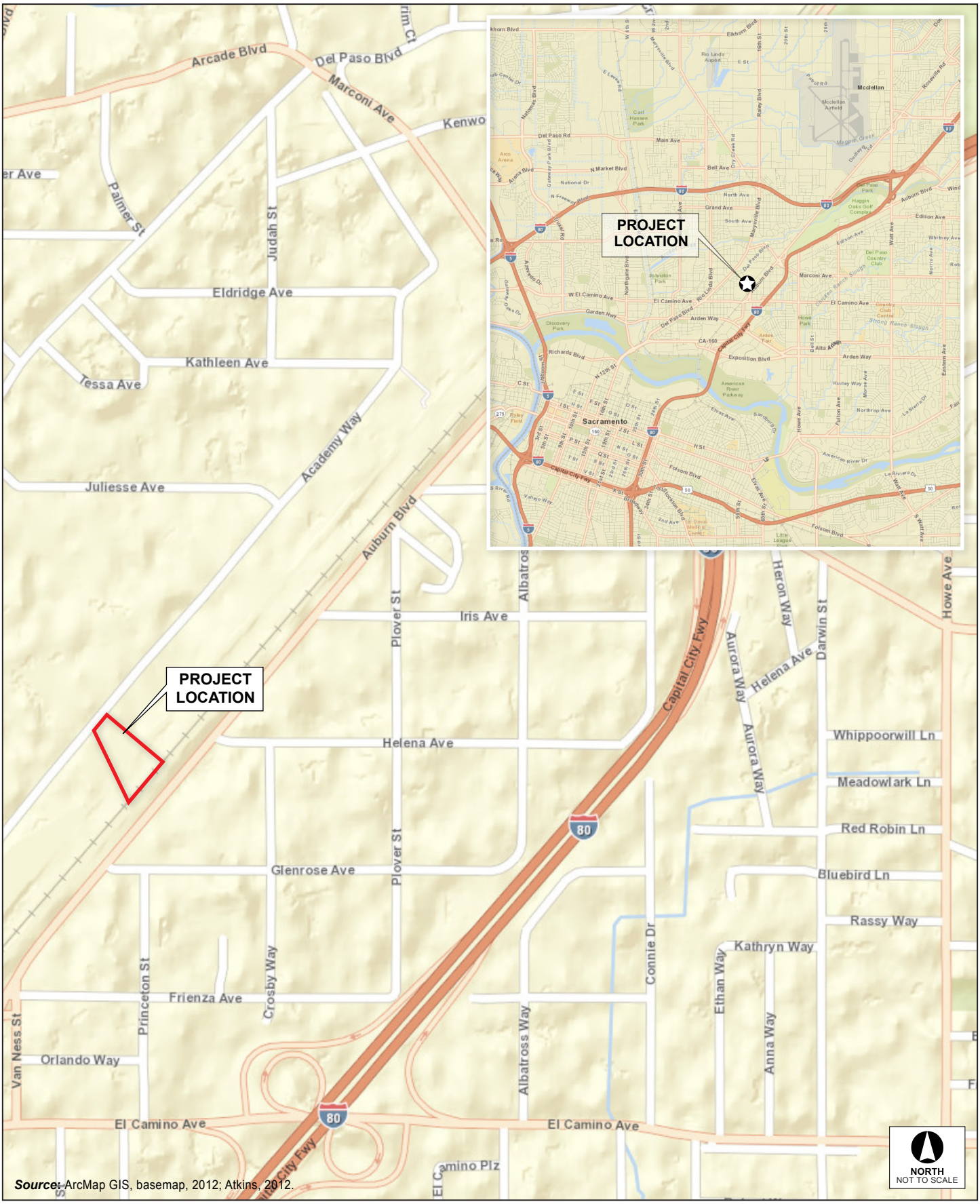
The stand-by power generator would be a replacement for an existing generator, which is old and cannot be operated for the duration needed in the event of an emergency because of exhaust emissions limitations under its existing permit. The replacement generator would serve the same function as the existing generator, with no increase in facility space or capacity, and would be installed at the same location as the existing generator. The generator would be an EPA-certified stationary 150-kW system in a Level 2 sound-attenuated, weatherproof enclosure. The existing fuel storage tank would be replaced with a new above-ground storage tank (AST) with an approximately 300-gallon capacity. Minor utility improvements would be necessary to connect the replacement generator into the electrical system at Metro. The old generator and tank would be removed and transported to a disposal facility permitted to accept such waste. Items from the old generator that can be recycled will be removed by the disposal vendor.

The generator would undergo regular maintenance, which would include testing on monthly and quarterly basis for one hour, and once annually for a longer period. Fuel levels and quality in the AST would also be checked during maintance Fuel that does not meet specifications[1] would be pumped out and replaced with new fuel. The removal of poor quality fuel and replacement would be infrequent, likely no more than once a year.

REQUIRED PERMITS AND COORDINATION

An authority to construct/permit to operate (ATC/PTO) would be required from the Sacramento Metropolitan Air Quality Management District (SMAQMD). Permits would be obtained by the vendor selected by RT to install the generator. The vendor would also be required to obtain all necessary permits from the City of Sacramento.

[1] Diesel fuel contains additives and other compounds, including some water, that separate into layers during long periods of inactivity. This degrades the fuel quality.



Source: ArcMap GIS, basemap, 2012; Atkins, 2012.

100030383 | RT Metro Generator WO #6

Figure 1
Project Location

ATKINS

100030383 | RT Metro Generator WO #6

Figure 2
Project Site

ATKINS

V. ENVIRONMENTAL CHECKLIST

INTRODUCTION

The following Checklist contains the environmental checklist form from Appendix G of the CEQA Guidelines. The checklist form is used to identify the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist to provide an explanation for how the checklist was filled out. Included in each discussion are project-specific mitigation measures, where appropriate, to reduce potentially significant impacts to less than significant.

For this checklist, the following designations are used:

> Potentially Significant Impact: An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.
>
> Less than Significant With Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than-significant level.
>
> Less-Than-Significant Impact: Any impact that would not be considered significant under CEQA based on established significance thresholds.
>
> No Impact: The project would not have any impact.

1. AESTHETICS

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	❑	❑	❑	■
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	❑	❑	❑	■
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	❑	❑	❑	■
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	❑	❑	❑	■

Discussion

a-d. No Impact. The project site is within RT's Metro facility and is highly disturbed. The generator would be a replacement for an existing generator and would not result in a new feature that would affect the view shed or be a new source of light or glare.

2. AGRICULTURE AND FOREST RESOURCES

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	❑	❑	❑	■
b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?	❑	❑	❑	■
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	❑	❑	❑	■
d. Result in the loss of forest land or conversion of forest land to non-forest use?	❑	❑	❑	■
e. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	❑	❑	❑	■

Discussion

a-e. No Impact. There would be no impact on agricultural and timber resources because these resources are not present at the project site or adjoining properties.

3. AIR QUALITY

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	❑	❑	❑	■
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	❑	❑	■	❑
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a non- attainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	❑	❑	❑	■
d. Expose sensitive receptors to substantial pollutant concentrations?	❑	❑	❑	■
e. Create objectionable odors affecting a substantial number of people?	❑	❑	❑	■

Discussion

a. No Impact. The applicable regional air quality plans in effect that apply to RT's network are the Sacramento Metropolitan Air Quality Management District (SMAQMD) State of Progress Plan and 2011 Reasonable Further Progress Plan, both of which address attainment of the federal 8-hour ozone standard. Installation of the replacement generator would generate minor amounts of emissions, but these would be of limited duration and a one-time occurrence. Operation of the generator would occur only during routine maintenance testing and in event of emergency, which would result in only periodic and minimal emissions. Further, the proposed project is the replacement of an existing generator, which would not be a new source of emissions. For those reasons, the proposed project would not conflict with applicable plans.

b. Less-Than-Significant Impact. Installation of the replacement generator would involve transporting the generator and enclosure to the site, removal of the old generator, and placing the new generator at the same location. Some criteria air pollutant emissions would be generated by this activity as a result of truck and crane use; however, this would only result in minor, temporary emissions of criteria air pollutants. The proposed project, in terms of square footage and acreage, would not meet any of the established SMAQMD CEQA screening

thresholds[2] that would indicate that construction emissions may exceed SMAQMD-established thresholds. As such, the pollutant amount would be expected to be below the SMAQMD construction threshold of significance of 85 pounds per day for NOx. It should be noted that SMAQMD does not have a threshold of significance for construction reactive organic gases (ROG) because ROG is not normally generated in large amounts during construction activities. With the implementation of the SMAQMD's Basic Construction Emission Control Practices, which would be required in the contract specifications, the proposed project would not exceed NO_X or ROG emissions of 85 lbs/day, and, therefore, would not require full quantification and would be less than significant.

Operational emissions associated with the proposed project would be limited to the periods during which the generator is in operation. This would be during maintenance (which would include routine testing) and for power outage emergencies. Because the proposed project is a replacement generator, it would not be a new source of emissions. Further, the replacement generator would comply with Best Available Control Technology (BACT) and U.S. EPA Tier III standards for emissions, which is expected to result in few emissions that the existing generator. The replacement generator would be also more energy-efficient than the one it is replacing, which is anticipated to reduce indirect emissions. Other than trips associated with periodic maintenance, which already occur with the existing generator, the proposed generator would not generate any additional new permanent or long-term additional vehicle trips during operation, and, therefore, no substantial mobile source emissions.

Therefore, because both construction and operational maximum per-day emissions associated with the proposed project would be well below SMAQMD thresholds of significance, this would be a less-than-significant impact. No mitigation is required.

c. No Impact. Given the minimal amount of construction and limited duration of operation. The proposed project is a replacement generator and would not be a new source of operational emissions that would combine with cumulative emissions from other sources. Therefore, the proposed project would not result in a cumulatively considerable net increase in pollutants.

d. No Impact. Diesel particulate matter (DPM) is emitted from the combustion of diesel fuel, which would be used in the replacement generator. DPM is a toxic air contamination (TAC). Other TACs are also emitted from the combustion of diesel fuel, but DPM is the greatest contributor to health risk. The proposed project would generate DPM and TAC emissions when the generator is tested and used for emergencies. The generator would be a permitted source under the SMAQMD regulations and would be required to comply with all conditions of the permit once obtained. The new stand-by generator would replace an existing generator and would not be a new source of DPM or TAC pollutants that would affect a substantial number of people. It is anticipated the replacement generator would, in fact, result in fewer DPM emissions than the generator it is replacing because it would include EPA-required emissions controls that are not present on the existing generator. There would be no impact.

[2] Sacramento Metropolitan Air Quality Management District, CEQA Guidelines, December 2009.

e. No Impact. The proposed project is the replacement of an existing stand-by power generator. This would not be a new source of odors.

4. BIOLOGICAL RESOURCES

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	❑	❑	❑	■
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	❑	❑	❑	■
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling hydrological interruption, or other means?	❑	❑	❑	■
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	❑	❑	❑	■
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	❑	❑	❑	■
f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	❑	❑	❑	■

Discussion

a-f. No Impact. The project site is within RT's Metro facility and is highly disturbed and is devoid of vegetation. There are no riparian habitat or sensitive natural communities at or adjoining the project site, no federally protected wetlands on or in the vicinity of the project site, no native resident or migratory fish or wildlife species or established native resident or migratory wildlife corridors or nursery sites. Replacement of the generator would not require removal of any trees or shrubs that could provide habitat for nesting birds. The proposed project would not involve activities that would conflict with local policies or ordinances protecting biological

resources. There are no approved Habitat Conservation Plans, Natural Conservation Community Plans, or other adopted plans that would apply to the proposed project.

5. CULTURAL RESOURCES

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	❑	❑	❑	■
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	❑	❑	❑	■
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	❑	❑	❑	■
d. Disturb any human remains, including those interred outside of formal cemeteries?	❑	❑	❑	■

Discussion

a-d. No Impact. The project site is within RT's Metro facility, which is highly disturbed. Minor trenching would be needed to install underground electrical connections, but this would only affect subsurface fill at the project site.

6. GEOLOGY AND SOILS

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	❑	❑	❑	■
ii. Strong seismic ground shaking?	❑	❑	❑	■
iii. Seismic-related ground failure, including liquefaction?	❑	❑	❑	■
iv. Landslides?	❑	❑	❑	■

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
b. Result in substantial soil erosion or the loss of topsoil?	❑	❑	❑	■
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	❑	❑	❑	■
d. Be located on expansive soil, as defined in Section 1803.5.3 of the 2010 CBC, creating substantial risks to life or property?	❑	❑	❑	■

Discussion

a-d. No Impact. The project site is flat and highly disturbed. It is not vulnerable to fault rupture, liquefaction and related effects, or slope stability problems. Sacramento is not subject to strong ground shaking, but design specifications for the generator will require the replacement unit meet seismic certification in accordance with industry standards for its intended use and location. Other than minor trenching to connect the replacement generator to RT's on-site electrical system, no earthwork is proposed that would be a source of erosion.

7. GREENHOUSE GAS EMISSIONS

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	❑	❑	❑	■
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	❑	❑	❑	■

Discussion

a, b. No Impact. Greenhouse gas (GHG) emissions would be generated by the combustion of diesel fuel used in the stand-by power generator. However, these would not be new emissions because the proposed project is the replacement of an existing generator. In addition, because the replacement generator would have better emissions controls and would be more energy efficient than the existing generator, operational GHG emissions would be expected to be less than existing conditions. Use of heavy equipment to transport the generator to the site and install it would result in negligible GHG emissions. Further, because the generator is not implementing any new land uses or increasing vehicle miles traveled, and it would operate only

during maintenance testing and in case of emergency, it would result in a minimal annual contribution to cumulative GHGs that would not be cumulatively considerable or conflict with applicable plans or regulations.

8. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	❑	❑	■	❑
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	❑	❑	■	❑
c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	❑	❑	■	❑
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	❑	❑	❑	■
e. Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project vicinity?	❑	❑	❑	■
f. Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project vicinity?	❑	❑	❑	■
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	❑	❑	❑	■
h. Expose people or structures to a significant risk of loss, injury, or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?	❑	❑	❑	■

Discussion

a, b. Less-Than-Significant Impact. The generator would be powered by diesel fuel, which would be stored in an adjacent above-ground storage tank (AST) with a capacity of 300 gallons. This tank is the same size as the previous tank. This would not be a new source of hazardous materials use, however, because the existing generator also uses diesel fuel. RT is required to

comply with all applicable hazardous materials management laws and regulations, which minimizes potential risks during day-to-day operations, and reduces risk for upset or accident conditions. The storage of diesel and transportation of diesel to the site, along with the generation of small amounts of waste oil and lubricants from the generator, have the potential increase risks to the public and environment. However, this would not be a new use because there is an existing generator, and the proposed project would be a replacement.

The AST that would contain diesel fuel would be double-walled and insulated that would conform to National Fire Protection Association (NFPA) standards for protected steel tanks. The tank would consist of a top-fill system with overfill prevention and spill containment, emergency vent and secondary containment monitoring port, fire extinguisher, and fuel spill countermeasures kit. Hazardous materials used and stored in larger quantities (i.e., greater than 55 gallons for liquids, 500 pounds for solids, or 200 cubic feet for gases) are subject to Hazardous Materials Management Plan (HMMP) reporting under Section 25503.3(c) of the California Health and Safety Code. The proposed quantity of diesel to be stored in the AST would be subject to HMMP reporting. The HMBP identifies the location of the AST, and the information in the HMBP is readily available to the City of Sacramento Fire Department in case of emergency. In addition, the Sacramento County Environmental Management Department (SCEMD) – as the Certified Unified Program Agency (CUPA) – has monitoring and enforcement authority for ensuring the AST is maintained in accordance with hazardous materials regulations. SCEMD will inspect the tank as required by law.

Fuel in the AST would be tested during routine maintenance for level and quality. If the fuel does not meet specifications, the portion of the fuel not meeting specifications would be pumped out, and new fuel would be added. Waste fuel would be removed by licensed vendor and transported for disposal at a permitted facility to accept hazardous waste. The removal of waste fuel and refueling would be infrequent, no more than once a year. As a result, the amount of hazardous waste would be minimal, and the volume of fuel transported to the site and transferred to the generator would also be minimal, which would minimize the risk of upset or accident conditions.

However, in the unlikely event of a spill or release on-site of 42 gallons or more, in accordance with federal regulations, RT is responsible for notifying SCEMD and the California Emergency Management Agency (Cal EMA). In addition, the City of Sacramento Fire Department provides fire protection and hazardous materials incident response. The closest station (Station 20 at 2512 Rio Linda Boulevard) is approximately 1.5 miles (5 minutes) from the site.

c. No Impact. There are no public or private schools located within ¼ mile of the project site.

d. No Impact. The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.[3]

[3] California Department of Toxic Substances Control, Envirostor. Search criteria: 2700 Academy Way, Sacramento, California. http://www.envirostor.dtsc.ca.gov/public/.

e, f. No Impact. The project site is not within a public airport land use plan.

g. No Impact. The proposed project would provide backup power for RT's system in the event of emergency to allow light rail operation to function in an emergency, which would be a benefit of the project. During installation of the generator, equipment would be situated so that it would result in minimal disruption to the adjacent light rail line, which does not provide public roadway access.

h. No Impact. The project site is in an urbanized area of Sacramento that is not adjacent to wild land areas where high fire hazard potential exists.

9. HYDROLOGY AND WATER QUALITY

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	❑	❑	❑	■
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	❑	❑	❑	■
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite?	❑	❑	❑	■
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?	❑	❑	❑	■
e. Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	❑	❑	❑	■
f. Otherwise substantially degrade water quality?	❑	❑	❑	■
g. Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	❑	❑	❑	■
h. Place structures within a 100-year flood hazard area that would impede or redirect flood flows?	❑	❑	❑	■

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	❑	❑	❑	■
j. Contribute to inundation by seiche, tsunami, or mudflow?	❑	❑	❑	■

Discussion

a,f. No Impact. The proposed project would not generate any discharges subject to water quality regulations or permits, or otherwise contribute pollutants that could degrade water quality. As described in Item 8a, the generator would include secondary containment features to ensure fuel leaks, if any, would be contained so that they do not enter the storm drain system.

b. No Impact. The proposed project would not involve groundwater use and would not affect recharge potential. There would be no effect on groundwater supplies.

c,d. No Impact. The proposed project would have no effect on drainage patterns, erosion/siltation potential, or cause or exacerbate on- or off-site flooding due to its distant location relative to surface water bodies and minimal footprint.

e. No Impact. There would be no changes to the existing rate and amount of storm water entering local drainages and the storm water drain system that could affect capacity as a result of the project.

g, h. No Impact. The proposed project would not place housing in special flood hazard areas, and it would not redirect or impede flood flows because no physical changes in flood-prone areas are proposed.

i. No Impact. The project site is in an area protected from flooding by levees along the Sacramento and American rivers and Nimbus and Folsom dams. While flood risk does exist at the project site, this is an existing condition that would not change as a result of the project, and there are no aspects of the project that would alter inundation areas.

j. No Impact. The project site is not located near an ocean coast or enclosed body of water that could produce a seiche. It is not located near areas having steep slopes that would create mudflows.

10. LAND USE AND PLANNING

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Physically divide an established community?	❑	❑	❑	■
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	❑	❑	❑	■
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	❑	❑	❑	■
d. Result in land use/operational conflicts between existing and proposed on-site or off-site land uses?	❑	❑	❑	■

Discussion

a. No Impact. The project site is entirely within RT's Metro facility with the North Sacramento Community Plan area. This would not involve land use changes that would divide an established community.

b. No Impact. The City of Sacramento General Plan land use designation is employment center low rise, and zoning is industrial. The project is a replacement stand-by power generator at RT's Metro facility and would not result in any change in land use or activity. The analysis provided in this checklist concludes the proposed project would not result in any significant environmental effects that would conflict with applicable land use plans, polices, or regulations of any agency with jurisdiction over the project. Further, RT would be required to obtain all necessary permits from the City of Sacramento to construct and operate the generator to ensure it meets City requirements concerning utility connections and public safety.

c. No Impact. There is no applicable habitat conservation plan or natural community conservation plan.

d. No Impact. The proposed project is in a fully developed urban environment within RT existing facilities and is consistent with existing light rail operations and surrounding land use context. It is a replacement generator that would not be a new source of noise or air emissions, create a public safety risk, or cause an adverse change in the visual environment. Therefore, it would not result in land use or operational conflicts on- or off-site.

11. MINERAL RESOURCES

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	❑	❑	❑	■
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	❑	❑	❑	■

Discussion

a, b. No Impact. The availability of mineral resources would not be affected by the proposed project because there are no mineral resources at the project site.

12. NOISE

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	❑	❑	❑	■
b. Expose persons to or generate excessive ground borne vibration or ground borne noise levels?	❑	❑	❑	■
c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	❑	❑	❑	■
d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	❑	❑	❑	■
e. Be located within an airport land use plan area, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project vicinity to excessive noise levels?	❑	❑	❑	■
f. Be located in the vicinity of a private airstrip and expose people residing or working in the project vicinity to excessive noise levels?	❑	❑	❑	■

Discussion

a. No Impact. The project site is within RT's Metro facility, in an industrial area. There are no noise-sensitive land uses that would be affected. Delivery and installation of the replacement generator, which would be at the same location as the existing generator, would not be a new source of noise or vibration that would result in substantial noise level or vibration increases. The new generator would also be in a sound-attenuated enclosure, which is expected to result in an improvement (i.e., decrease) in noise levels compared to existing conditions.

e, f. No Impact. The proposed project is an unoccupied non-residential use, and no people would be exposed to aircraft noise.

13. POPULATION AND HOUSING

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	❑	❑	❑	■
b. Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?	❑	❑	❑	■
c. Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?	❑	❑	❑	■

Discussion

a. No Impact. The proposed project would not result in an increase in population that would result in the need for new housing or require the extension of infrastructure.

b, c. No Impact. The proposed project would not displace people or housing.

14. PUBLIC SERVICES

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
a. Fire protection?	❑	❑	❑	■
b. Police protection?	❑	❑	❑	■
c. Schools?	❑	❑	❑	■
d. Parks?	❑	❑	❑	■
e. Other public facilities?	❑	❑	❑	■

Discussion

a. No Impact. The project would include an above-ground diesel fuel storage tank. Because this is a replacement generator, the continued storage and use of fuel would not be a new use at the site. In the unlikely event of a spill or fire, the City of Sacramento Fire Department could provide response services from Station 20 at 2512 Rio Linda Boulevard, approximately 5 minutes away. However, given the small volume of stored fuel and operational characteristics of the generator, no additional fire protection services would be required that would result in the need for additional fire facilities.

b,e. No Impact. The proposed project would not require increased police protection because RT provides its own security for its facilities.

c,d. No Impact. The proposed project would not result in a population increase that would require schools or parks.

15. RECREATION

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	❑	❑	❑	■

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	❑	❑	❑	■

Discussion

a, b. No Impact. The proposed project would have no impact on recreational facilities because there are no facilities at the site, and the project would not increase the demand for facilities.

16. TRANSPORTATION/TRAFFIC

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	❑	❑	❑	■
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	❑	❑	❑	■
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	❑	❑	❑	■
d. Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections or incompatible uses (e.g., farm equipment)?	❑	❑	❑	■
e. Result in inadequate emergency access?	❑	❑	❑	■
f. Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	❑	❑	❑	■

Discussion

a,b. No Impact. The proposed project is the installation and operation of a replacement stand-by power generator located on RT property, which would not conflict with any plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, congestion management program.

c. No Impact. The proposed project would not result in a change in air traffic patterns. See Item 9e.

d. No Impact. The project site is situated within RT's Metro facility. Installation and operation of the generator would not increase hazards because of a design feature.

e. No Impact. See Item 9g.

f. No Impact. There are no adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities that apply to the proposed project.

17. UTILITIES AND SERVICE SYSTEMS

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	❑	❑	❑	■
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❑	❑	❑	■
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❑	❑	❑	■
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?	❑	❑	❑	■
e. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	❑	❑	❑	■
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	❑	❑	■	❑
g. Comply with federal, state, and local statutes and regulations related to solid waste?	❑	❑	■	❑

Discussion

a-e. No Impact. The proposed project would not generate wastewater, require water, or increase storm flows that would require new facilities. There are no applicable wastewater treatment requirements.

f,g. Less-Than-Significant Impact. Installation of the equipment would result a minor amount of solid waste, such as packaging materials, which would not affect landfill capacity.

18. OTHER ISSUES (ENERGY)

Would the project:
a. Result in, contribute to, or substantially affect other environmental issues(s)? If so, specify below and evaluate:

Discussion

a. Less-Than-Significant Impact. The generator would only operate during testing and in an emergency and would rely on diesel fuel to generate electricity. Minimal amounts of electricity would be used during construction. There would be no substantial long-term or permanent increase in energy demand as a result of the proposed project.

19. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	❑	❑	❑	■
b. Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	❑	❑	❑	■
c. Does the project have environmental effects that will cause substantial adverse effects on human beings,	❑	❑	❑	■

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
either directly or indirectly?				

Discussion

a. No Impact. The proposed project does not involve any activities that would involve ground-disturbance beyond the top few inches of soil in a landscaped area adjacent to an existing building or alteration of any existing structures at the site. There would be no biological resources or cultural resources impacts.

b. No Impact. The proposed project would generate air emissions and GHGs. However, because the project would be a replacement generator, it would not be a new emissions source. In fact, it is expected to reduce emissions because it would include more emissions controls than the existing generator and would be more energy efficient. Therefore, the project's contribution would not be cumulatively considerable, and the project would not conflict or obstruct implementation of the applicable air quality plan (Item 3a-b) or laws adopted to address GHG (Item 7).

   For all other remaining topics, due to the nature of project, the project would have no impact or less-than-significant impact, and, therefore, would not result in cumulatively considerable impacts at the project level for aesthetics, agriculture and forest resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise population and housing, public services, recreation, utilities and service systems, and energy.

c. No Impact. There would be no significant adverse effects on human beings. As explained in Item 3 (Air Quality), there would be no substantial increase in air emissions as a result of the proposed project. For all other topics, there would be either no impact or a less-than-significant impact.

VI. REPORT PREPARERS

Atkins
1410 Rocky Ridge Drive, Suite 140
Roseville, CA 95661
916-782-7275
Project Manager: Alice Tackett

Print Form

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Sacramento

From: (Public Agency): Sacramento Regional Transit District

1400 29th Street, Sacramento, CA 95816
(Address)

Project Title: Metro Replacement Stand-By Power Generator

Project Applicant: Sacramento Regional Transit District

Project Location - Specific:
2700 Academy Way, within RTs existing Metro facility, northwest of Auburn Boulevard and RTs Blue Line light

Project Location - City: Sacramento Project Location - County: Sacramento

Description of Nature, Purpose and Beneficiaries of Project:

The stand-by power generator would replace an existing generator with a state-of-the-art generator to provide backup power for RT light rail facilities in the event of a power emergency to ensure transit service remains functional; it would also allow generator testing and operational in compliance with air

Name of Public Agency Approving Project: Sacramento Regional Transit District

Name of Person or Agency Carrying Out Project: Sacramento Regional Transit District

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☐ Categorical Exemption. State type and section number: Class 2 Section 15302(c)
- ☐ Statutory Exemptions. State code number: _____

Reasons why project is exempt:

Project is replacement of existing stand-by power generator where the new generator will be located on the same site as the existing generator and will have substantially the same purpose and capacity as the generator replaced.

Lead Agency
Contact Person: Dawn Fairbrother Area Code/Telephone/Extension: 916-321-3830

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☐ No

Signature: _____ Date: _____ Title: _____

☐ Signed by Lead Agency ☐ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____