

Categorical Exclusion Determination

Bonneville Power Administration
Department of Energy



Proposed Action: Ross Complex Fuel Island Relocation

Project No.: P04527

Project Manager: David McAfee, TEPF-CSB-2

Location: Clark County, Washington

Categorical Exclusion Applied (from Subpart D, 10 C.F.R. Part 1021): B1.6 Tanks and equipment to control runoff and spills; B1.15 Support buildings; B1.23 Demolition and disposal of buildings; B1.32 Traffic flow adjustments

Description of the Proposed Action: Bonneville Power Administration (BPA) proposes to relocate an existing fuel island and truck scale in the East Warehouse Yard at the J.D. Ross Substation and Regional Operations and Maintenance Facility (Ross Complex) in Vancouver, Clark County, Washington. The current location of the fuel island near the intersection of NE 15th Avenue and NE North Road would potentially create future safety concerns for the new control center currently under construction next to the existing fuel island site. The proposed new location in the East Warehouse Yard would reduce safety risks associated with heavy vehicle traffic operating in an office zone and would enable more efficient vehicle fleet services.

The new fueling area would be constructed near the southeast corner of the East Warehouse Yard and would include a fuel pump island with four fuel pumps and one 5,000 and one 10,000-gallon self-contained double-walled above ground fuel storage tanks: one containing diesel and the other containing unleaded fuel. A new, approximately 24-foot by 36-foot prefabricated canopy structure would shelter the fueling area. The canopy would be constructed of a galvanized steel frame and a standing seam metal roof supported by two columns. Concrete-filled steel bollards would be installed to prevent damage to structures and equipment. Safety signage would be mounted in accordance with all applicable codes and regulations. The fueling area would also include:

- An approximately 100-square-foot storage room.
- A fuel metering system.
- 200-gallon Diesel Exhaust Fluid (DEF) storage container.
- Two 40-gallon molded plastic service stations.
- Air supply and equipment to fill vehicle tires.
- 1,000-gallon Propane Tank.

The new in-ground truck scale would be installed flush with the ground surface in the southern portion of the East Warehouse Yard.

The total concrete surface area at the fuel island, including parking and space to fuel oversized vehicles, would encompass approximately 0.3 acre (15,000 square feet). The fueling area would include two entrance and exit drives, each approximately 20 feet wide with concrete curbing and a landscaped buffer in between the drives. The total finished concrete surface area at the truck scale would encompass approximately 5,000 square feet. Curbing and/or compacted fill gravel could extend slightly beyond the estimated limits, depending on final design. Within the construction boundary, existing underground utilities, utility vaults, and stormwater infrastructure would be removed, replaced, and/or installed new to provide service to the fuel island and truck scale. Stormwater management infrastructure (e.g., catch basins and fuel/oil/water separation vaults, filtration vaults, and associated piping) would be installed in accordance with all applicable local, state, and Federal regulations, and paved surfaces would be appropriately sloped to direct runoff. A new engine generator could be added, pending final design.

The existing fuel island building, canopy structure, and fueling systems would be removed, but the existing truck scale would remain. Some equipment could be repurposed to serve other needs at the Ross Complex. Excavated soils would be used for backfill and/or disposed of off-site. Decommissioned equipment and excess excavated soil would be disposed of in accordance with all applicable environmental and safety regulations. Construction would require the use of heavy equipment, including a crane, dump truck, excavator, flatbed trailer, ready mix truck, and asphalt paving equipment.

The Federal Columbia River Transmission System Act directs BPA to construct, acquire, operate, maintain, repair, relocate, and replace the transmission system, including facilities and structures appurtenant thereto. (16 United States Code [U.S.C.] § 838i(b)). The Administrator is further charged with maintaining electrical stability and reliability, selling transmission and interconnection services, and providing service to BPA's customers. (16 U.S.C § 838b(b-d)). The Administrator is also authorized to conduct electrical research, development, experimentation, tests, and investigation related to construction, operation, and maintenance of transmission systems and facilities. (16 U.S.C § 838i(b)(3)).

Findings: In accordance with Section 1021.410(b) of the Department of Energy's (DOE) National Environmental Policy Act (NEPA) Regulations (57 FR 15144, Apr. 24, 1992, as amended at 61 FR 36221-36243, Jul. 9, 1996; 61 FR 64608, Dec. 6, 1996; 76 FR 63764, Nov. 14, 2011; 89 FR 34074, April 30, 2024), BPA has determined that the proposed action:

- 1) fits within a class of actions listed in Appendix B of 10 CFR 1021, Subpart D (see attached Environmental Checklist);
- 2) does not present any extraordinary circumstances that may affect the significance of the environmental effects of the proposal; and
- 3) has not been segmented to meet the definition of a categorical exclusion.

Based on these determinations, BPA finds that the proposed action is categorically excluded from further NEPA review.¹

¹ BPA is aware that the Council on Environmental Quality (CEQ), on February 25, 2025, issued an interim final rule to remove its NEPA implementing regulations at 40 C.F.R. Parts 1500–1508. Based on CEQ guidance, and to promote completion of its NEPA review in a timely manner and without delay, in this CX BPA is voluntarily relying on the CEQ regulations, in addition to DOE's own regulations implementing NEPA at 10 C.F.R. Part 1021, to meet its obligations under NEPA, 42 U.S.C. §§ 4321 et seq.

Sarah McLean
Environmental Protection Specialist

Concur:

Katey C. Grange
NEPA Compliance Officer

Attachment(s): Environmental Checklist

Categorical Exclusion Environmental Checklist

This checklist documents environmental considerations for the proposed project and explains why the project would not have the potential to cause significant impacts on environmentally sensitive resources and would meet other integral elements of the applied categorical exclusion.

Proposed Action: Ross Complex Fuel Island Relocation

Project Site Description

The project site is located on BPA fee-owned property within BPA's Ross Complex in Vancouver, Clark County, Washington (Township 2 North, Range 1 East, Donation Land Claim 56). The Ross Complex consists of a large substation and maintenance and operations facilities situated on 260 acres, with residential and commercial properties to the north, east, and south and Interstate-5 to the west. The proposed action would occur in the East Warehouse Yard of the Ross Complex, near the Sally Port entrance to the facility. The area is currently graveled and used for equipment storage. Additional work would occur near the intersection of NE 15th Avenue and NE North Road, where the existing fuel island would be decommissioned. Little to no vegetation or suitable habitat is present. No wetlands or surface waters are located within or near the project site.

Evaluation of Potential Impacts to Environmental Resources

1. Historic and Cultural Resources

Potential for Significance: No

Explanation: The Ross Substation was originally energized in 1940 and is an eligible historic resource. The work would occur in the East Warehouse Yard, which is northeast of the Ross Complex historic district and contains no contributing features to the district. Additionally, the project site is a graveled storage area that has seen significant levels of continuous disturbance since original construction, and it is highly unlikely that archaeological resources would be identified during project activities.

On August 12, 2024, BPA determined, per 36 CFR 800.3(a)(1), that this undertaking is a type of activity that does not have the potential to cause effects on historic properties, assuming such historic properties were present.

2. Geology and Soils

Potential for Significance: No

Explanation: All vehicles and equipment would be operated within a previously disturbed and graveled area and on existing roads. Soil excavation would occur to decommission and then install the fuel island, but would be restored to gravel and pavement upon completion. Soil at the decommissioned site would be tested and any contaminated soils would be removed and disposed of at an appropriate facility. The proposed action would have a small, temporary impact to geology or soils.

3. Plants (including Federal/state special-status species and habitats)

Potential for Significance: No

Explanation: Vehicles and equipment would be operated within a graveled area and on existing roads, where little to no vegetation is present. No special-status plant species or habitats are present.

4. Wildlife (including Federal/state special-status species and habitats)

Potential for Significance: No

Explanation: Minor and temporary wildlife disturbance could occur from elevated noise and human presence during construction. It is expected that most species would be able to temporarily move out of the area during construction and then would likely reoccupy the site following completion of the proposed action. There would be no permanent impacts to wildlife habitat. No special-status wildlife species or habitats are present. Any wildlife present is used to human presence and noise.

5. Water Bodies, Floodplains, and Fish (including Federal/state special-status species, ESUs, and habitats)

Potential for Significance: No

Explanation: The proposed action includes the installation of stormwater management infrastructure, which would be built in accordance with all applicable local, state, and Federal regulations. No waterbodies or special-status fish species are present within the project site, and the project site is not located within a floodplain. During construction, BMPs would prevent indirect impacts to off-site waterbodies, floodplains, and special-status fish, if present.

6. Wetlands

Potential for Significance: No

Explanation: No wetlands are present. Standard construction BMPs would prevent indirect impacts to any wetlands outside of the project site, if present. Therefore, the proposed action would not impact wetlands.

7. Groundwater and Aquifers

Potential for Significance: No

Explanation: Ground excavation would not reach depths to groundwater. Standard construction BMPs would reduce the potential for inadvertent spills of hazardous materials that could contaminate groundwater or aquifers. The fuel tanks would be located aboveground, with the concrete slab sloped to drain into a catch basin and trench drains connected to oil/water separators to prevent potential groundwater contamination. Therefore, the proposed action would not impact groundwater or aquifers.

8. Land Use and Specially-Designated Areas

Potential for Significance: No

Explanation: The proposed action would develop an existing graveled lot on BPA fee-owned property and would be consistent with the existing land use at the site. There would be no impact to adjacent land uses, and the project site is not located in a specially designated area.

9. Visual Quality

Potential for Significance: No

Explanation: The proposed action would constitute minor visual changes relative to the existing visual quality of these sites and would not be overtly noticeable. The proposed action would not be visible from properties outside of the Ross Complex and would be consistent with the existing visual quality at the site; few individuals would likely notice these changes.

10. Air Quality

Potential for Significance: No

Explanation: The proposed action would cause a minor and temporary increase in emissions in the local area from vehicle and equipment use. There would be no long-term change in air quality following completion of the proposed action. Ross Complex maintains an existing Air Discharge Permit with Southwest Clean Air Agency (SWCAA), the delegated regulatory agency for State of Washington Ecology. If a new engine generator is added, BPA would update the existing Air Discharge Permit to include the new engine generator, which would be maintained and operated within allowable emission levels.

11. Noise

Potential for Significance: No

Explanation: The proposed action would result in minor and temporary noise from the use of vehicles and equipment during construction, which could intermittently exceed current ambient conditions. Construction noise could be audible from nearby commercial and residential properties located approximately 400 feet from the site. However, noise impacts would only occur during daylight hours (approximately 7 AM to 7 PM) and are not expected to be overtly noticeable from adjacent properties given attenuation over distance. There would be no permanent change in ambient noise following completion of the proposed action.

12. Human Health and Safety

Potential for Significance: No

Explanation: All standard safety protocols would be followed throughout implementation of the proposed action to minimize risk to human health and safety. Hazardous materials generated during demolition of existing facilities and/or contaminated soils would be disposed of off-site according to all local, state, and Federal regulations. Therefore, the proposed action would not be expected to impact human health and safety.

Evaluation of Other Integral Elements

The proposed project would also meet conditions that are integral elements of the categorical exclusion. The project would not:

Threaten a violation of applicable statutory, regulatory, or permit requirements for environment, safety, and health, or similar requirements of DOE or Executive Orders.

Explanation: N/A

Require siting and construction or major expansion of waste storage, disposal, recovery, or treatment facilities (including incinerators) that are not otherwise categorically excluded.

Explanation: N/A

Disturb hazardous substances, pollutants, contaminants, or CERCLA excluded petroleum and natural gas products that preexist in the environment such that there would be uncontrolled or unpermitted releases.

Explanation: Surficial surveys of the project area have identified a small amount of soil contamination. A Hazardous Materials Management Plan, to be developed by the construction contractor, would be implemented throughout the construction phase of the project to ensure that hazardous substances or pollutants are not released in an uncontrolled manner.

Involve genetically engineered organisms, synthetic biology, governmentally designated noxious weeds, or invasive species, unless the proposed activity would be contained or confined in a manner designed and operated to prevent unauthorized release into the environment and conducted in accordance with applicable requirements, such as those of the Department of Agriculture, the Environmental Protection Agency, and the National Institutes of Health.

Explanation: N/A

Landowner Notification, Involvement, or Coordination

Description: The proposed action would occur on BPA fee-owned property. Therefore, no landowner notification, involvement, or coordination would be required.

Based on the foregoing, this proposed project does not have the potential to cause significant impacts to any environmentally sensitive resource.

Signed:

Sarah McLean
Environmental Protection Specialist