

# NOTICE OF EXEMPTION

To:	<input type="checkbox"/> Office of Planning and Research 1400 Tenth Street, Room 121 Sacramento, CA 95814	From: (Public Agency)	<u>Moreno Valley Unified School District</u>  <u>23301 Dracaea Avenue</u> <u>Moreno Valley, CA 92553</u>
	<input type="checkbox"/> County Clerk County of <u>Riverside</u> <u>2720 Gateway Drive</u> <u>Riverside, CA 92507</u>		<b>2019068145</b>

POC Compressed Natural Gas Facility Improvements

**Project Title**

13911 Perris Boulevard

**Project Location - Specific**

Moreno Valley

Riverside

**Project Location – City**

**Project Location – County**

The District is proposing to upgrade the Transportation and Perris Operations Center (POC) at 13911 Perris Blvd., Moreno Valley, CA 92553. The project includes redesigning the bus parking with one-way drive aisles and angled parking, replacing the existing compressor with a larger compressor and a non-regenerating gas dryer, installing 34 time-fill posts and hoses, and repair the existing 6 out-of-commission hoses (for a total of 40 hoses). Hoses would be mounted on either a dual-hose post or quad-hose post depending on the location. No fast-fill dispensers or hoses would be installed. The POC currently has a maintenance shop, and there would be no new project-related servicing or repair facilities. The existing 28 CNG buses are serviced, including routine maintenance and light engine repair, at the existing shop. Servicing of the CNG tanks occurs off-site at an approved vendor; this practice would continue following the site improvements. Operation of the compressor and CNG fueling would take place between 4:00 PM and 5:00 AM.

The project would be executed per current local, state, and federal laws, regulations, construction Best Management Practices. The beneficiaries of the project would be the school students that are bussed, members of the community along bus routes, and the larger community because of the reduction in diesel emissions. Additionally, the project would reduce bus traffic on surrounding streets because all the District’s CNG buses would be fueled onsite and would not have to travel off site for fuel

**Description of Nature, Purpose, and Beneficiaries of Project**

Moreno Valley Unified School District

**Name of Public Agency Approving Project**

Samer Alzubaidi, Director, Facilities Planning and Development

**Name of Person or Agency Carrying Out Project**

**Categorical Exemption**

Exempt Status: (check one below)

- 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. CEQA Guidelines §15303 Class 1, Existing Facilities
- Statutory Exemptions. State code number:

**Governor’s Office of Planning & Research**

**JUNE 28 2019**

**STATE CLEARINGHOUSE**

**CEQA Guidelines Section 15301, Class 1:** consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. The key consideration is whether the project involves negligible or no expansion of an existing use.

The project would make improvements to the existing POC and includes repairing the CNG system, adding 33 time-fill hoses, and replacing diesel busses with CNG busses. The project would involve minor alteration of existing mechanical equipment on an existing MVUSD facility to support replacement of diesel busses with CNG busses. The project would repair, maintain, and operate the CNG system and CNG busses. No new servicing or repair facilities are required. The project would not expand the number of busses on the site or the size or operation of the vehicle service facility. Use of the POC would remain the same as current use. The project involves no expansion of existing use; therefore, project would be exempt from CEQA under Section 15301.

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Reasons why project is exempt

Samer Alzubaidi, Director, Facilities Planning and Development

(661) 294-5300

Lead Agency/Contact Person:


Area Code/Telephone/Extension:

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If filed by applicant:

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

Date Received for Filing: \_\_\_\_\_

Signature: Samer Alzubaidi  Digitally signed by Samer Alzubaidi  
Date: 2019.06.28 10:42:47-07'00'

Title: **Director of Facilities**

Date: **6/28/2019**

- Signed by Lead Agency  
 Signed by Applicant

**Governor's Office of Planning & Research**

**JUNE 28 2019**

**STATE CLEARINGHOUSE**

# SUPPLEMENTAL INFORMATION FOR CATEGORICAL EXEMPTION

## Compressed Natural Gas Facility Improvements

### Moreno Valley Unified School District

This supplemental information provides justification for the Categorical Exemption pursuant to the California Environmental Quality Act (CEQA) Guidelines under California Code of Regulations, Title 14, § 15301.

## 1. EXISTING SETTING

### PROJECT LOCATION

The project site is at Moreno Valley Unified School District (MVUSD) Transportation and Perris Operations Center (POC) at 13911 Perris Boulevard in Moreno Valley in the County of Riverside. Regional access to the site is from Interstate 215, about 3.6 miles west, via Alessandro Boulevard to the south or Eucalyptus Avenue to the north; and from State Route 60, about 1.4 miles north, via Perris Boulevard to the north (see Figure 1, *Regional Location*, and Figure 2, *Local Vicinity*).

### EXISTING CONDITIONS

The POC is the District bus yard and vehicle maintenance facility. There is currently a nonoperational CNG compressor and 6 hoses along with parking and servicing of 28 CNG buses, about 92 diesel buses, and 40 other District vehicles. CNG tanks are serviced offsite. The existing CNG compressor and hoses have not been in service since 2014; all CNG fueling currently takes place at public stations off-site. The entire site is asphalt, concrete, and buildings, with two small patches of landscape.

### GENERAL PLAN AND ZONING

The zoning for the property is P ('Public Facilities' per city zoning map; 'Public District' per the municipal code)(Moreno Valley 2017a, 2019). The primary purpose of the public district is to provide for the conduct of public and institutional activities, including providing protected designated areas for public and institutional facilities (Moreno Valley 2019). The General Plan Land Use designation is Public Facilities (Moreno Valley 2017b).

### SURROUNDING LAND USES

The POC is surrounded by the following land uses:

- » North: Single-family residential
- » West: Sunnymead Montessori School and Ramona Elementary School
- » East: Public storage facility and multi-family residential
- » South: Single-family residential and District Nutrition Services Department building

## 2. DESCRIPTION OF THE PROJECT

The District is pursuing grants that provide funding for CNG buses to replace aging diesel buses. The District currently has 28 CNG buses with plans to purchase 12 more and decommission 12 diesel busses. A total of 40 CNG buses would be acquired as funding becomes available.

To accommodate the CNG buses, the District will need to upgrade the POC. US GAIN was selected by MVUSD to replace the District's existing CNG system and add 34 time-fill hoses and repair the existing 6 out-of-commission hoses (for a total of 40

hoses). The existing CNG hoses have not been in service since 2014; all CNG fueling has been occurring at public stations offsite.

The project would include redesigning the bus parking with one-way drive aisles and angled parking, replacing the existing compressor with a larger compressor and a nonregenerating gas dryer, and installing 34 time-fill posts and hoses (see Figure 3, *Site Improvements*). Existing hoses would be replaced (as needed) based on their current operating status (i.e., if an existing hose or nozzle is damaged or nonfunctional). Hoses would be mounted on either a dual-hose post or quad-hose post depending on the location.

No fast-fill dispensers or hoses would be installed. The POC currently has a maintenance shop, and there would be no new project-related servicing or repair facilities. The existing 28 CNG buses are serviced, including routine maintenance and light engine repair, at the existing shop. Servicing of the CNG tanks occurs off-site at an approved vendor; this practice would continue following the site improvements.

### **CNG SAFETY FEATURES**

- » Integrated gas sniffers on all compressors
- » Programmable logic controller (PLC) systems to allow for automated shutdown at alarm violations and remote notifications (gas, temperature, flow, etc.)
- » Integrated pressure relief valves
- » Emergency stop switches at each dispenser and CNG Compressor Compound
- » Pressure-tested dispensing hoses with inline breakaways
- » 1-800 call number and phones access for service and emergency support
- » Availability of video playback for site activity
- » A total of 20 fire extinguishers at dispenser and compressor areas
- » C1D2-compliant LED lighting<sup>1</sup>
- » State and city inspector approved equipment, materials, and methodology
- » Design failure modes and effects analysis
- » Weekly maintenance intervals to provide on-site monitoring and upkeep

The project would be executed per current local, state, and federal laws, regulations, and construction best management practices. The beneficiaries of the project would be the school students that are bused, members of the community along bus routes, and the larger community because of the reduction in diesel emissions. Additionally, the project would reduce bus traffic on surrounding streets because all the District's CNG buses would be fueled onsite and would not have to travel offsite for fuel.

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<sup>1</sup> Hazardous Area Location Emergency Light rated Class 1 Division 2 electrical code compliant.

## CONSTRUCTION

The parking lot upgrade would begin the 3rd quarter of 2019 and would take approximately 30 days to complete. All construction equipment and workers would be staged within the boundaries of the POC and would not interfere with existing operations, traffic lanes, or sidewalks.

### 3. REASONS WHY THE PROJECT IS EXEMPT

The project is exempt from further environmental review under the requirements of the California Environmental Quality Act (Public Resources Code §§ 21000 et seq.) because it is consistent with Class 1 (CEQA Guidelines § 15301).

» **Class 1, Existing Facilities (CEQA Guidelines § 15301)** consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. The key consideration is whether the project involves negligible or no expansion of an existing use.

The project would make improvements to the existing POC and includes repairing the CNG system, adding 34 time-fill hoses, and replacing diesel buses with CNG buses. The project would involve minor alteration of existing mechanical equipment on an existing MVUSD facility to support replacement of diesel buses with CNG buses. The project would repair, maintain, and operate the CNG system and CNG buses. No new servicing or repair facilities are required. The project would not expand the number of buses on the site or the size or operation of the vehicle service facility. Use of the POC would remain the same as current use. The project involves no expansion of existing use; therefore, project would be exempt from CEQA under Section 15301.

### 4. REVIEW OF EXCEPTIONS TO THE CATEGORICAL EXEMPTION

The project has been reviewed under CEQA Guidelines § 15300.2, Exceptions, for any characteristics or circumstances that might invalidate findings that the project is exempt from CEQA. Each exception is listed below followed by an assessment of whether that exception applies to the project.

(a) **Location.** Classes 3,4,5,6 and 11 are qualified by consideration of where the project would be located—a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law by federal, state, or local agencies.

The project site is at the existing MVUSD POC and is surrounded by a developed community. The facility has buildings, asphalt parking lots, concrete walkways, and very little ornamental landscape. The property it does not contain any sensitive biological species or habitat. Additionally, there is no hazardous materials or substances of critical concern (see section (e) below). Therefore, this exception does not apply to the project.

(b) **Cumulative Impacts.** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

Other District and City projects are currently underway at multiple locations; however, there are no other known successive projects—planned, approved, or under construction—of the same type at or

near the POC that when combined with the project would result in a cumulative environmental impact. This exception does not apply to the proposed project.

- (c) **Significant Effects.** A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

The project site is at the MVUSD POC, which is surrounded by developed land uses (institutional, commercial, and residential). There is no reasonable possibility that the project would have a significant effect on the environment due to unusual circumstances. There are no unusual circumstances on or affecting this site that would give rise to a project-related significant impact. MVUSD and its construction manager would execute construction per current local, state, and federal laws, regulations, construction best management practices, and District standards and guidelines. Therefore, this exception does not apply to the proposed project.

- (d) **Scenic Highways.** A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings or similar resources, within a highway officially designated as a state scenic highway.

There are no designated state scenic highways in the City of Moreno Valley. According to the California Department of Transportation's (Caltrans) California Scenic Highway Mapping System, the closest officially designated state scenic highway is the 'Palms to Pines Scenic Byway'. This scenic highway consists of a portion of State Route 74 (SR 74) from the west edge of the San Bernardino National Forest east to State Route 111 in Palm Desert. At its closest point, the highway is about 20 miles southeast of the property (Caltrans 2011). Also, SR 74 from the west edge of the San Bernardino National Forest to Interstate 5 in San Juan Capistrano is a designated an eligible state scenic highway. This portion of SR 74 is about 10 miles south of the property. State Route 15 (SR 15), from the Mexico-US border in San Diego County to State Route 91 in Corona, is also an eligible state scenic highway. This portion of State Route 15 is about 15 miles west of the property. Because of the distance and intervening development and topography, the project would not affect scenic resources along any officially designated scenic highways. Therefore, this exception does not apply to the proposed project.

- (e) **Hazardous Waste Sites.** A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Government Code § 65962.5.

This code requires the compiling of lists of hazardous materials sites—hazardous waste facilities subject to corrective action; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; public drinking water wells containing detectable levels of organic contaminants; underground storage tanks with reported unauthorized releases; and solid waste disposal facilities from which hazardous waste has migrated.

Five environmental lists were searched for hazardous materials sites on the POC property and within a 500-foot radius:

- » GeoTracker. State Water Resources Control Board (SWRCB 2019)
- » EnviroStor. Department of Toxic Substances Control (DTSC 2019)

- » EJScreen and EnviroMapper. US Environmental Protection Agency (USEPA 2019)
- » Solid Waste Information System (SWIS). California Department of Resources Recovery and Recycling (CalRecycle 2018)

The property is not identified on any of the lists; therefore, it is not identified as a hazardous materials site pursuant to Government Code Section 65962.5, and the project would not create a hazard to the public. This exception does not apply to the proposed project. Although the project involves the use of CNG, which is listed as a flammable gas in the CalARP regulations, CNG is exempt from these regulations if it is used as a fuel onsite. Also, there would be no storage of CNG at the POC, so the facility has less than the threshold quantity of 10,000 pounds of methane. The CNG facility would be designed in accordance with the safety regulations and requirements of NFPA 52: Vehicular Natural Gas Fuel Systems Code,<sup>2</sup> which addresses the installation, compression, and dispensing system of CNG, and all applicable state and local fire and building codes. Adherence to these safety measures will further mitigate the risk of fire and explosion. Operation of the compressor and CNG fueling would take place between 4:00 PM and 5:00 AM. Since there would be no fueling of vehicles or activation of the CNG system during school hours, the renovated CNG facility would not result in a significant hazard to the adjacent Sunnymead Montessori School. This exception does not apply to the proposed project.

- (f) **Historical Resources.** A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of historical resources. Under Public Resource Code § 21084.1, a historical resource is a resource listed in or determined to be eligible for listing in the California Register of Historical Resources. Additionally, historical resources included in a local register of historical resources are presumed to be historically or culturally significant, and a lead agency can determine whether the resource may be an historical resource.

No historic resources are listed on the National Register of Historic Places or the California Register of Historical Resources. Also, no resources have been identified within 0.25 mile of the POC property (OHP 2019). This exception does not apply to the proposed project.

## 5. CONCLUSION

The MVUSD CNG improvement project is exempt from CEQA pursuant to CEQA Guidelines Section 15301. As substantiated in this document, the proposed project would not meet the conditions specified in § 15300.2, Exceptions, of the CEQA Guidelines, and the project is categorically exempt under Class 1.

## 6. REFERENCES

- California Department of Resources Recycling and Recovery (CalRecycle). Last updated: October 25, 2018. SWIS Facility/Site Search. <http://www.calrecycle.ca.gov/SWFacilities/Directory/Search.aspx>.
- California Department of Transportation (Caltrans). 2011, September 7. California Scenic Highway Mapping System. [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/).
- Department of Toxic Substances Control (DTSC). 2018. EnviroStor. <http://www.envirostor.dtsc.ca.gov/public/>.
- Moreno Valley, City of. 2019. Municipal Code. [http://qcode.us/codes/morenovalley/view.php?topic=9-9\\_07-i-9\\_07\\_030&frames=on](http://qcode.us/codes/morenovalley/view.php?topic=9-9_07-i-9_07_030&frames=on).

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<sup>2</sup> National Fire Protection Association

Moreno Valley, City of. 2017a. Zoning Map. Revision Date: November 2, 2017. <http://www.moreno-valley.ca.us/cdd/pdfs/ZoningMap.pdf>.

Moreno Valley, City of. 2017b. General Plan, Adopted Land Use Map. Print Date: November 2, 2017. [http://www.moreno-valley.ca.us/city\\_hall/general-plan/landuse-map.pdf](http://www.moreno-valley.ca.us/city_hall/general-plan/landuse-map.pdf).

Office of Historic Preservation (OHP). 2019, May 30. California Historical Resources, Listed California Historical Resources, Riverside County. <http://ohp.parks.ca.gov/ListedResources/?view=county&criteria=33>.

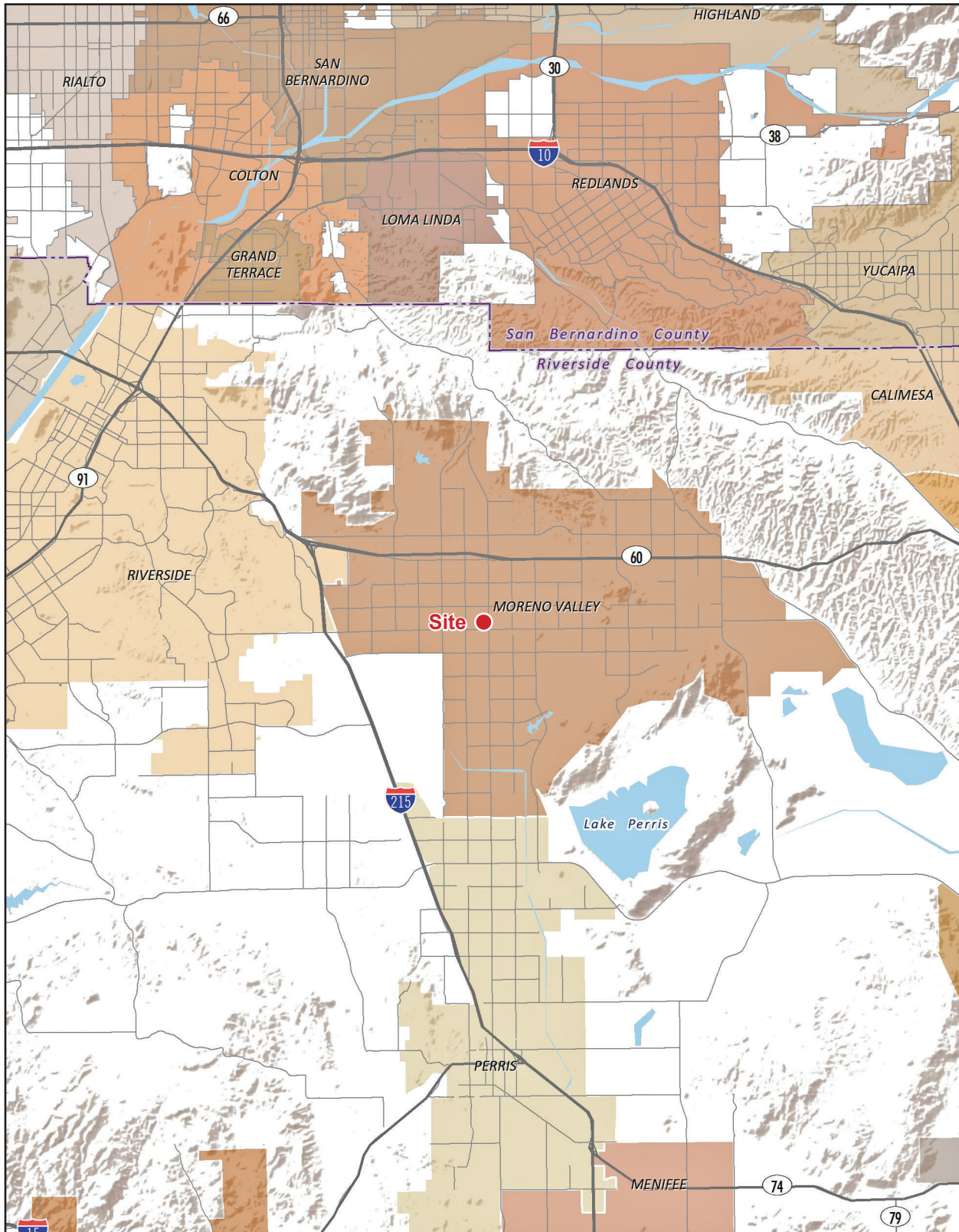
State Water Resources Control Board (SWRCB). 2019, May 30. GeoTracker. <http://geotracker.waterboards.ca.gov/>.

US Environmental Protection Agency (USEPA). 2019. EJSCREEN. <https://ejscreen.epa.gov/mapper/>.

US Environmental Protection Agency (USEPA). 2019. EnviroMapper for EnviroFacts. <https://www.epa.gov/emefdata/em4ef.home>.

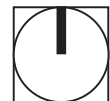


Figure 1 - Regional Location



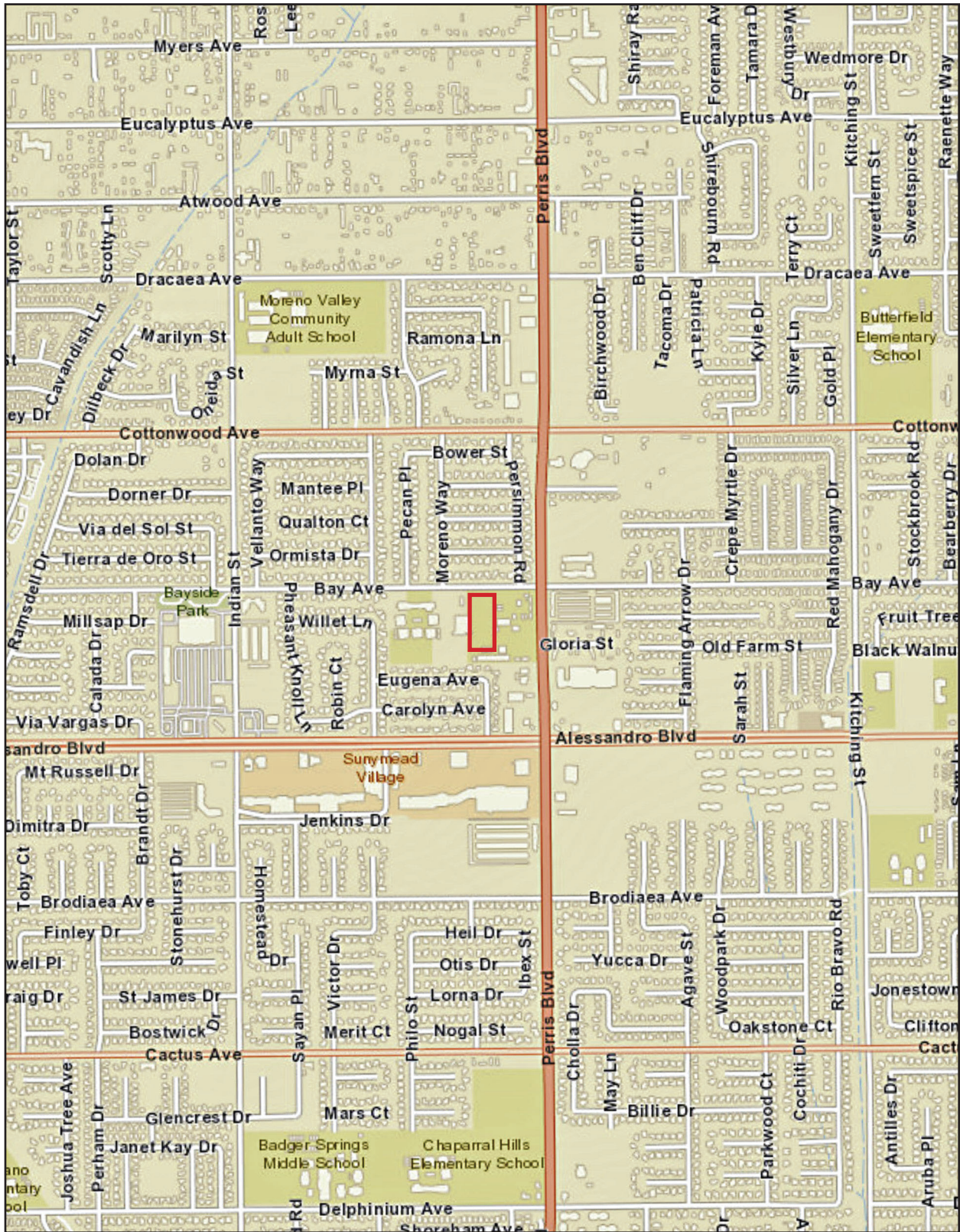
Note: Unincorporated county areas are shown in white.

Source: ESRI, 2019



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Figure 2 - Local Vicinity



Project Boundary

0 1,300  
Scale (Feet)

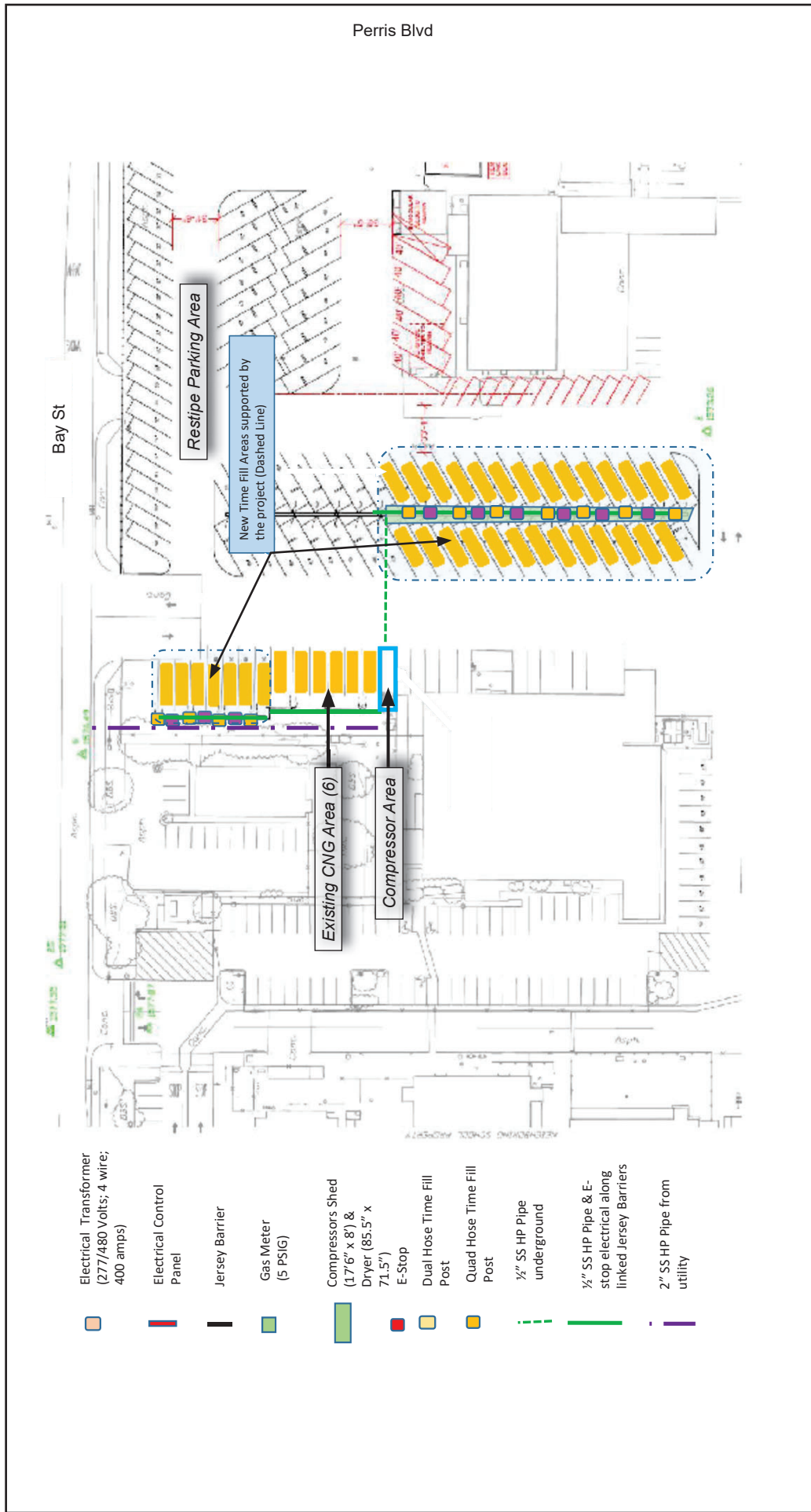


Source: ESRI, 2019

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Figure 3 - Site Improvements



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