



**CITY OF RANCHO CORDOVA, PLANNING DEPARTMENT
NOTICE OF INTENT TO ADOPT A
MITIGATED NEGATIVE DECLARATION**

DATE: June 10, 2022

TO: Responsible Agencies, Interested Parties, and Organizations

SUBJECT: **SFPP Bradshaw Terminal Renewable Diesel and Bio By Rail Design Review and Non-Conforming Use Permit Project — CITY OF RANCHO CORDOVA, SACRAMENTO COUNTY**

The City of Rancho Cordova Planning Department (City) is the California Environmental Quality Act (CEQA) Lead Agency for the proposed SFPP Bradshaw Terminal Renewable By Rail Minor Design Review and Non-Conforming Use Permit Project (Proposed Project). The City has directed the preparation of an Initial Study (IS) Mitigated Negative Declaration (MND) in compliance with CEQA.

Project Location: The Project occurs within portions of the existing approximately 27.6-acre Bradshaw Terminal within APNs 068-0160-100 and 068-0160-099 located at the southeast corner of Folsom Boulevard and Bradshaw Road, in the City of Rancho Cordova.

The Project also occurs within portions of the existing Sacramento Regional Transit (SacRT) right of way within APNs 068-0160-001, 077-0010-001, and 077-0010-020 located south of and adjacent to Folsom Boulevard between Routier Road and Bradshaw Road.

Project Description: SFPP, L.P. (SFPP), a subsidiary of Kinder Morgan, proposes to expand its Bradshaw Terminal to allow for renewable diesel (RD) and biodiesel operations. The SFPP Bradshaw Terminal Renewable By Rail Project (project) would include new rail infrastructure at Bradshaw Terminal and within the existing Sacramento Regional Transit (SacRT) and Union Pacific Railroad (UPRR) rail corridor. Within the existing rail corridor, a new rail runaround would be installed to spot approximately 22 railcars on SacRT right-of-way for railcar delivery purposes.

Within the Bradshaw Terminal, the project would have approximately 22 railcar storage/offload locations with rail spots dedicated for biodiesel and RD offloading. The rail system would be able to offload approximately 20,000 barrels per day (bpd) of total product to include 1,240 bpd of biodiesel. The Bradshaw Terminal would normally receive one (1) rail delivery per day, up to 5 days per week (M-F).

The project would also include a new 80,000-barrel (bbl) RD storage tank and a new insulated biodiesel tank with approximately 15,000-bbl working capacity. Both tanks would be installed within the existing secondary containment area; however, the containment area would be modified slightly for the new volumes.

Additionally, the project would include a new two-lane truck blending and loading rack. The truck rack would be capable of blending biodiesel with CARB diesel or RD. Truck loading may take place up to 7 days per week. The project's proposed fuel throughput would result in 112 new truck loads per day, for 224 new truck trips per day.



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Potentially Significant Environmental Impacts: Potentially significant impacts to biological resources, cultural resources, hazards/hazardous materials, tribal cultural resources, and mandatory findings of significance were identified in the Initial Study. All impacts would be reduced to a less than significant level with the implementation of identified mitigation measures.

Hazardous Waste Sites: Pursuant to Section 15087(c)(6) of the Guidelines for California Environmental Quality Act, the City of Rancho Cordova acknowledges the Project site is part of a designated hazardous waste site.

IS/MND Document Review and Availability: The public review and comment period for the Draft IS/MND will extend for 30 days **starting June 10, 2022 and ending July 11, 2022**. The Draft IS/MND can be viewed and/or downloaded at the following website:

[Planning Division Document Library | City of Rancho Cordova](#)

Comments/Questions: Comments and/or questions regarding the IS/MND may be directed to:
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