



operation of the facility, and the necessary state and local permits that would be obtained prior to installation and operation. Erosion control and storm water prevention plans would be in place prior to construction activities. Emergency and safety features would be installed per local, state and federal codes, including NFPA 52 (National Fire Protection Association) safety standards. Staff would be trained on safety and operation procedures. Safety and operation signs, security lighting, concrete ballads, an elevated fueling island and CMU (concrete) block equipment sheds would be installed for public safety.

The CNG fueling equipment and station would be installed and located adjacent to the existing rental/service facility. Less than one (1.0) acre of previously disturbed land would be impacted during construction. All CNG equipment and fuel storage would be above ground and the site has an existing natural gas supply that would be utilized in this project. The new CNG fueling facility would include a natural gas compressor equipment package, a three (3) bank (tank) above ground CNG storage system with approximately 75,000 SCF of storage capacity, various electronics and controls, and one double-sided CNG fuel dispenser. The final footprint of the station would be approximately 80 feet by 160 feet (~12,800 square feet) and paved in concrete or asphalt. Existing driveways entering and exiting the property would be used to access the station. Minimal surface preparation would be needed to install new pads and aprons, as the site is currently compacted and graded gravel. New concrete pads and aprons would typically be six (6) inches of reinforced concrete. A dispenser pad and island, approximately four (4) feet by 20 feet, would be installed to accommodate one dual-hosed fuel dispenser with the capability built into it to add a second dispenser in the future. A natural gas compressor and CNG storage pad approximately 10 feet by 30 feet would be within an enclosed CMU block shed. Vehicle access aprons around the dispenser island would be approximately 25 feet by 60 feet. As the gas service is currently onsite, trenching to connect it to the station would be minimal; approximately 60 feet of trenching to connect gas service to the CNG compressor and storage tanks and approximately 80 feet of trenching to connect the storage tanks to the dispensers. All trenching would be onsite through previously disturbed land.

The U.S. Fish and Wildlife Endangered Species Program website identifies six candidate, threatened or endangered species that are known to or are believed to occur in Mayes County. DOE has determined that the installation of the CNG fueling station at a previously disturbed site, within a developed area would not impact the endangered species known to or believed to occur in Mayes County. Wetlands, floodplains, and prime farmland are not known to occur at the proposed project site. Therefore, no impacts to these resources are anticipated. Mayes county is not within an EPA designated Nonattainment area for criteria air pollutants. Construction related dust and air emissions would be short-term and minimal, safety features would be designed into the station to minimize gas releases during fueling, and the station would offset regional gasoline and diesel use for approximately 100 vehicles per month. Therefore, an impact to local or regional air quality is not anticipated.

As the proposed project site is previously disturbed and developed, the existing structure on site was built in 2008 and no structures or properties on site are listed in or eligible for listing in the National Register of Historic Places, DOE has no concerns that historical or cultural resources would be affected by the proposed actions. However, via a Programmatic Agreement between DOE, Oklahoma - Department of Commerce – State Energy Office (OK – SEO), and Oklahoma State Historical Preservation Office (SHPO), Section 106 of the National Historic Preservation Act (NHPA) responsibilities have been delegated to OK SEO. OK SEO must ensure all requirements of Section 106 are fulfilled before altering any structure or site.

Based on review of the project information and the above analysis, DOE has determined the proposed installation of a CNG vehicle fueling station and CNG vehicle conversion equipment at a previously disturbed and developed location would not have a significant individual or cumulative impact to human health and/or environment. DOE has determined the proposed activities are consistent with actions contained in DOE categorical exclusion B5.1 "actions to conserve energy," and are categorically excluded from further NEPA review.

#### **NEPA PROVISION**

DOE has made a final NEPA determination for this award

Insert the following language in the award:

If you intend to make changes to the scope or objective of your project you are required to contact the Project Officer identified in Block 11 of the Notice of Financial Assistance Award before proceeding. You must receive notification of approval from the DOE Contracting Officer prior to commencing with work beyond that currently approved.

Insert the following language in the award:

You are required to:

Notify the DOE if the proposed project site changes. This NEPA Determination is site specific to the location reviewed in this NEPA Determination. Additional NEPA review would need to occur if the location changes.

Note to Specialist :

This NEPA Determination requires a tailored NEPA provision.

Please include the following language in regards to Historic Preservation:

Prior to the expenditure of Federal funds to alter any structure or site, the Recipient is required to comply with the requirements of Section 106 of the National Historic Preservation Act (NHPA), consistent with DOE's 2009 letter of delegation of authority regarding the NHPA. Section 106 applies to historic properties that are listed in or eligible for listing in the National Register of Historic Places. In order to fulfill the requirements of Section 106, the recipient must contact the State Historic Preservation Officer (SHPO), and, if applicable, the Tribal Historic Preservation Officer (THPO), to coordinate the Section 106 review outlined in 36 CFR Part 800. SHPO contact information is available at the following link: <http://www.ncshpo.org/find/index.htm>. THPO contact information is available at the following link: <http://www.nathpo.org/map.html>.

Obadiah Broughton 9/20/2013

**SIGNATURE OF THIS MEMORANDUM CONSTITUTES A RECORD OF THIS DECISION.**

NEPA Compliance Officer Signature:  Kristin Kerwin Date: 9/23/2013  
NEPA Compliance Officer

**FIELD OFFICE MANAGER DETERMINATION**

Field Office Manager review required

**NCO REQUESTS THE FIELD OFFICE MANAGER REVIEW FOR THE FOLLOWING REASON:**

- Proposed action fits within a categorical exclusion but involves a high profile or controversial issue that warrants Field Office Manager's attention.
- Proposed action falls within an EA or EIS category and therefore requires Field Office Manager's review and determination.

**BASED ON MY REVIEW I CONCUR WITH THE DETERMINATION OF THE NCO :**

Field Office Manager's Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
Field Office Manager