NEPA REVIEW SCREENING FORM (NRSF) 3
Categorically Excluded Actions

Document ID #: DOE/CX-00218

I. Project Title:
Activity-Specific Categorical Exclusion for Project L-923, Replace 200 East Area Fuel Station

II. Describe the proposed action, including location, time period over which proposed action will occur, project dimension *(e.g., acres displaced/disturbed, excavation length/depth)*, and area/location/number of buildings. Attach narratives, maps and drawings of proposed action. Describe existing environmental conditions and potential for environmental impacts from the proposed action. If the proposed action is not a project, describe the action or plan.

The U.S. Department of Energy (DOE), Richland Operations Office (RL), Infrastructure and Services Division (ISD), proposes to replace the 200 East Area Fuel Station. The existing fuel station is approaching the end of its useful life and experiences frequent critical component malfunction and failure due to the high level of use, age of the facility, and other related issues. There is significant risk of catastrophic failure that would put the fuel station out of service. A reliable and fully functioning fuel station is essential to the Hanford Site cleanup mission by providing fuel for vehicles and equipment used for facility operations, maintenance, construction, safeguards and security, emergency services, and other mission-critical purposes.

The proposed action would include installation, operation, and decommissioning activities necessary to remove the existing fuel station from service and construct the proposed fuel station directly to the north of the existing fuel station on a previously disturbed and developed gravel-covered lot. The attached figures depict the project area and area of potential effects (APE).

Major construction activities would include the following:

SITE PREPARATION AND ACCESS. Proposed fuel station ingress and egress would remain unchanged with primary access from 4th Street and TT-9 Road. Excavation and grading would be performed to remove the existing gravel-covered surface and prepare the site for construction activities. Clean fill and base course material would be obtained from available onsite and offsite sources, placed, and compacted. Hot-mix asphalt would be applied to pave the construction area including entrance and exit driveways.

PROPOSED FUEL STATION FACILITY. Three 30,000-gallon aboveground fuel tanks for diesel, unleaded, and E-85 ethanol fuels would be installed on concrete pads. The fuel tanks would be equipped with secondary containment. Underground and aboveground fuel delivery piping would be installed from the fuel tanks to the fuel dispensing islands and fuel dispensers. An overhead canopy measuring 150-feet by 50-feet would be erected to cover the fueling islands and fuel dispensers. Four concrete islands would be constructed 50-feet apart to support fuel and diesel exhaust fluid (DEF) dispensers. Eight fuel dispensers capable of dispensing diesel, unleaded, and E-85 ethanol fuels would be installed with two of the diesel fuel dispensers capable of high-capacity flow. Four DEF dispensers would be installed at the four outside fuel dispenser locations. A prefabricated building measuring 40-feet by 40-feet would be erected to provide restroom facilities, computer tracking and processing of fuel sale transactions, air compressor station, and supply storage space. A spill containment and fire suppression system would be provided onsite.

New instrumentation would be provided to monitor fuel storage and facilitate fuel delivery and dispensing. Tank gauging would be provided by a stand-alone system to monitor fuel levels in the aboveground storage tanks. The point of sale tracking system would monitor fuel quantities and transactions. Pumps, instrumentation, and programmable logic controllers would be provided to communicate with the point of sale system and facilitate fuel and DEF dispensing.

UTILITY CONNECTIONS. Water, sewer, electrical, telecommunications, and fire suppression system connections would be extended from the existing fuel station, where feasible. If utility connections are unavailable due to continued use of the existing fuel station while the proposed fuel station is under construction or if they are inadequate, then new utility connections would be extended from nearby overhead and underground sources within the APE established for the project. Construction of the proposed fuel station would require electrical conduit, wiring, and telecommunication system connections from the new prefabricated building to the fuel dispensing islands and fuel dispensers. Hanford Local Area Network (HLAN) computer and telephone connections would also be required.

EXISTING FUEL STATION. Removal of the existing fuel station structures, infrastructures, and underground storage tanks (UST) are connected actions that would occur in the future as a separate project. In the meantime, DOE would continue to monitor the existing fuel station structures, infrastructures, and USTs in accordance with applicable regulatory requirements until such time

removal can be completed (see Permits and Licenses). Major activities would include removal of two 25,000-gallon USTs for diesel and unleaded fuel and any contaminated soil, as required. Soil sampling and testing would be performed to determine if remediation of soils is required.

Underground fuel piping and electrical conduit would be removed and dispositioned (i.e., excessed, reused, recycled, or disposed). The 10,000-gallon aboveground E-85 ethanol tank and canopy would be removed and dispositioned. The bulk fueling rack, eight fuel dispensers, and concrete fueling islands would be removed and dispositioned. The 50-feet by 50-feet canopy over the fueling islands would be removed and dispositioned. The fuel station building (#6291) and storage shed (#6294) would be removed and dispositioned. Once the fuel station structures, infrastructures, and USTs are removed and any contaminated soil is remediated, excavations would be backfilled and the asphalt surface would be repaired or removed and dispositioned depending upon anticipated future land uses. If the existing asphalt surface is removed, then the area would be revegetated to stabilize the soil.

Based on past regulatory compliant operation, maintenance, and monitoring of the existing fuel station structures, infrastructures, and USTs; periodic regulatory agency inspections; and the environmental conditions characteristic of the Hanford Site no individually or cumulatively significant impacts are anticipated.

GENERAL CONSIDERATIONS. Grading would be performed as needed within the entire APE to a maximum depth of 10-feet. Roadway construction and utilities trenching would require grading and excavation up to a maximum depth of 3-feet, with the majority of the grading to a depth of 6-inches to 12-inches. A total of 4.59-acres would be graded or excavated for gravel removal and placement, new facility asphalt surfaces and concrete pads for equipment, proper drainage, roadways, utility connections, equipment and material staging, and supporting infrastructure. Access to the APE would be through existing roads (i.e., TT-9 Road and 4th Street) and other previously disturbed areas. Staging and stockpiling areas would be located within the APE or other previously disturbed, graveled, or paved areas.

The following summarizes the effects of the proposed action and mitigation of impacts to natural, cultural, ecological, and other resources; including other pertinent environmental considerations. The results of the ecological and cultural resource reviews are summarized below and are hereby incorporated by reference.

ECOLOGICAL RESOURCES REVIEW (ECR-2022-204). DOE Ecological Compliance evaluated the proposed project and performed a field survey of the project area on August 18, 2021. Ecological habitats within the project area range from mature shrub-steppe patches to highly disturbed industrial areas. The Hanford Site Biological Resources Management Plan (BRMP, DOE/RL-96-32, Rev. 2), which is the primary implementation document for managing and protecting ecological resources on the Hanford Site, ranks wildlife species and habitats based on the level of concern for each resource (Levels 0-5). Level 0 and 1 habitats have little or no ecological value and require no preservation, conservation, or compensatory mitigation. Level 2, 3, and 4 habitats require compensatory mitigation if the total project impact after avoidance, minimization, and onsite rectification is greater than 1.2-acres. Habitat replacement ratios for Level 2, 3, and 4 habitats are 1:1, 3:1, and 5:1, respectively. Level 5 habitats are considered an irreplaceable resource since there is no practical way to replace or restore the habitat if lost; therefore, compensatory mitigation is determined on a case-by-case basis. Descriptions of the habitats within the project area, required mitigation actions, and ecological controls are as follows.

BRMP Level 5 Habitats - No Level 5 habitats exist within the project area.

BRMP Level 4 Habitats - Level 4 habitats within the project area include remnant patches of mature shrub-steppe, native forbs, and revegetated areas. Wildlife and signs of wildlife were observed in the project area including several species of birds and mammals. Level 4 habitats can serve as a refuge for several wildlife species, which are candidates for listing as endangered, threatened, or sensitive by the State of Washington. The management goal for Level 4 habitats is preservation and the preferred management action is avoidance and/or minimization. Compensatory mitigation for impacts exceeding 1.2-acres would include habitat replacement at a 5:1 ratio. A total of 4-acres of Level 4 habitats are present in the project area. To avoid compensatory mitigation, impacts to Level 4 habitats would be avoided to the extent feasible and diverted to lower level habitats to the greatest extent possible.

BRMP Level 3 Habitats - Level 3 habitats are characterized by a native climax shrub overstory with an understory comprised of a mix of native and non-native grasses. The management goal for Level 3 habitats is conservation and the preferred management action is avoidance and/or minimization. Compensatory mitigation for impacts exceeding 1.2-acres include habitat replacement at a 3:1 ratio. A total of 1.88-acres of Level 3 habitats are present within the project area. To avoid compensatory mitigation requirements, impacts to Level 3 habitats would be diverted to lower level habitats when feasible.

BRMP Level 2 Habitats - No Level 2 habitats exist within the project area.

BRMP Level 1 Habitats - Level 1 habitats are characterized as upland stands of non-native plants with a small native plant component. Within the project area these areas are dominated by cheatgrass. Compensatory mitigation is not required for impacts to Level 1 habitats; however, diversion of impacts from Level 1 habitats to Level 0 habitats is preferred when feasible. A total of 7.39-acres of Level 1 habitats are present in the project area.

BRMP Level 0 Habitats - The highly disturbed non-vegetated portions of the industrial areas and the paved, graveled, and bare dirt surfaces within the project area are considered Level 0 habitats. Level 0 habitats provide little or no ecological value and require no preservation, conservation, or compensatory mitigation. Within the project area, Level 0 habitats include facilities, buildings, support structures, roads, parking and staging areas. The primary management goal for Level 0 habitats is mission support and management to best support the ongoing waste management, environmental restoration, and technology development missions of the Hanford Site. There are no compensatory mitigation requirements associated with Level 0 habitats beyond regulatory compliance and no ecological controls. A total of 39.39-acres of Level 0 habitats are present in the project area.

In general, any revegetation or compensatory mitigation would be coordinated with DOE Ecological Compliance including regular project status updates to facilitate evaluation of impacts. Birds can nest within the project area on the ground, buildings, or equipment and the nesting season is from mid-March to mid-July. A nesting bird survey would be performed at least one week prior to any ground disturbing activities that occur during the nesting season. If any nesting birds are encountered or suspected, or bird defensive behaviors are observed, project management would contact DOE Ecological Compliance to evaluate the situation. All land disturbed by the project that is not needed for continued project use, access, or safety considerations would be replanted using locally derived native plant species. The Hanford Site Revegetation Manual (DOE-RL-2011-116, Rev. 2) provides guidance regarding species mix, planting rates, and methods. Revegetation would occur in the first planting window (November - January) after project completion and revegetation planning would occur between January and March of the year prior (7-9 months before the planting window) in order to procure plant materials. No significant impacts to ecological resources are anticipated from project activities.

CULTURAL RESOURCES REVIEW (HCRC#2021-200-003). The DOE Cultural and Historic Resources Program (CHRP) conducted a Cultural Resources Review (CRR) of the proposed project. The DOE CHRP sent an Area of Potential Effects (APE) notification to the Washington State Historic Preservation Officer (SHPO) and regional Tribes on July 29, 2021. The DOE CHRP sent a revised APE notification to the SHPO and regional Tribes on August 11, 2021. The DOE CHRP conducted a cultural resources survey on August 17, 2021. No previously unidentified historic properties were identified within the APE. The DOE CHRP transmitted a CRR, with a Finding of No Historic Properties Affected, to the SHPO and regional Tribes for a 30-day comment period on September 21, 2021. The SHPO concurred with the findings of the CRR on September 21, 2021. The DOE CHRP provided a notice of compliance with Section 106 of the National Historic Preservation Act for this project on October 21, 2021.

Project management would direct all workers to watch for cultural materials during work activities (i.e., mussel shells, bone, stone artifacts, burned rocks, charcoal, chipped or ground stone, stone flakes, tin cans, bottles, and agricultural equipment). In the event project personnel encounter cultural materials during work activities, all work would stop immediately and project management would notify the archaeological monitor or the DOE CHRP to determine the significance of the find and make the appropriate notifications. No significant impacts to cultural resources are anticipated from project activities.

SOCIOECONOMIC AND ENVIRONMENTAL JUSTICE EFFECTS. The proposed action would not require a large workforce and would not result in impacts to typical socioeconomic parameters (i.e., housing,

schools, emergency services, and in-migration of workers). Workers would be provided under subcontract from the existing local work force and employment would be temporary and short in duration. Construction services and materials are readily available and do require special provisions or expertise. No low-income or minority populations would be affected because construction would occur on the Central Plateau of the Hanford Site, away from populated areas; therefore, environmental justice impacts are not anticipated. There would be no adverse human health effects to onsite workers or the offsite public due to exposure to radioactive materials, chemicals, or other hazardous substances beyond those routinely encountered in a commercial fuel station environment. No significant socioeconomic and environmental justice impacts are anticipated from project activities.

GEOLOGY AND SOIL RESOURCE EFFECTS. Existing ground surfaces are level and would minimize excavations and need for mineral resources for cut, fill, and backfill work. Eventual removal of existing USTs would require reporting and cleanup under the Model Toxics Control Act (MTCA) (Chapter 70A.305 RCW) and WAC 173-360A, "Underground Storage Tank Regulations." A certified state site assessor would oversee UST removal and contaminated soil cleanup, per WAC 173-360A, and include soil sampling. Replacing USTs with aboveground storage tanks equipped with secondary containment would mitigate the risk of fuel releases to soil and facilitate leak detection and control. Mineral resources to support construction would be obtained from existing borrow pits in accordance with DOE/EA-1934, "Environmental Assessment for Expansion of Borrow Areas on the Hanford Site" and associated finding of no significant impacts (FONSI). No significant geology and soil resource impacts are anticipated from project activities.

TRANSPORTATION EFFECTS. Tractor-trailer rigs would be needed to transport materials and equipment, and haul removed materials to recycling centers or solid waste disposal sites. The transportation activities would be short-term, one-time trips spread across multiple days. No significant impacts to the transportation system would be expected. Some short-term, temporary delays in traffic flow may occur while installing electrical powerlines, sewer pipelines, fiber optic telecommunication cables, and providing access roads at the construction site. The routing and scheduling of construction traffic would be coordinated onsite to minimize potential interruptions to local traffic flow. Traffic flow controls (e.g., temporary rerouting, turnouts, flaggers/spotters, passing lanes, etc.) would be implemented, as needed, to mitigate potential hazards to commuters and reduce the potential for accidents. No significant transportation impacts are anticipated from project activities.

METEOROLOGY AND AIR RESOURCE EFFECTS. General standards for maximum airborne emissions would apply (WAC 173-400-040) including requirements for control of fugitive dust [WAC 173-400-040(9)] and emissions related to gasoline vapor control (WAC 173-491-040). Construction of a new facility would require evaluation for new source review and may result in the need to submit a notice of construction (NOC) application to the Washington State Department of Ecology. Compliance with WAC regulations and adherence to Hanford Air Operating Permit (AOP) conditions would ensure airborne emissions do not exceed regulatory limits. Vapor return control devices would be used during tank filling to minimize potential airborne release of volatile compounds. A new source review and NOC would impose limits to mitigate adverse air resource effects. Water, chemical fixatives, or other suppressants or tackifiers would be used to control fugitive dust. Construction vehicle and equipment emissions would be controlled by minimizing vehicle idling, using engine emission control devices, and maintaining vehicles and equipment in accordance with manufacturers service recommendations. No significant meteorology or air resource impacts are anticipated from project activities.

LAND USE AND VISUAL RESOURCE EFFECTS. The construction site for the proposed fuel station is located in an industrial-exclusive area designated by the Hanford Comprehensive Land-Use Plan Environmental Impact Statement (DOE/EIS-0222-F) and Record of Decision (ROD), which established a map, designations, policies, and procedures for land-uses at the Hanford Site. The industrial-exclusive land use designation allows for expansion of existing facilities or the development of new compatible facilities in support of ongoing Hanford missions. Impacts on visual resources would be minimal and consistent with nearby industrial facilities. Land use and visual resource impacts would be mitigated through consistency with the map, designations, policies, and procedures established by DOE/EIS-0222-F and ROD. This includes siting new developments, including transportation and utility corridors, in close proximity to existing infrastructure and in previously disturbed and developed areas to minimize potential impacts on natural, cultural, and ecological resources. The 200 Areas of the Hanford Site are highly developed industrial areas, which fit a visual resource management class IV rating where the level of change to the landscape

can be high, dominate the view, and be the major focus of viewer attention. No significant land use or visual resource impacts are anticipated from project activities.

SURFACE WATER, GROUND WATER, AND WATER QUALITY EFFECTS. There is no surface water near the construction site for the proposed fuel station. The depth to regional ground water near the center of the 200 Areas exceeds 300-feet below the ground surface. Currently, the primary source of recharge is natural precipitation (artificial recharge to the vadose zone ended in the mid-1990's with cessation of most wastewater discharges to the soil column via ponds, ditches, and cribs). Recharge rates at the Hanford Site are small due to low annual precipitation, high plant transpiration rates, and high surface evaporation rates. Perched water can exist in the vadose zone on top of low permeability silt lenses, highly cemented calcic horizons, and other confining layers. Clastic dikes may be found in suprabasalt sediments with the potential to enhance or inhibit vertical and lateral flow depending on the textural relationships of the strata. Paved surfaces would be designed with stormwater runon/runoff controls. New fuel tanks would be constructed aboveground and would be equipped with secondary containment to facilitate leak detection/control and mitigate effects of potential leaks on water resources. No significant surface water, ground water, or water quality impacts are anticipated from project activities.

INFRASTRUCTURE EFFECTS. The proposed fuel station would require electrical, water, sewer, and telecommunications connections. Electrical utility connections are currently provided to the existing fuel station building (6291) through an underground trench from an overhead electrical distribution line running north-south located to the west of the facility. This same electrical utility connection would be utilized for the proposed fuel station. A new electrical distribution panel would be provided in accordance with NFPA 70, "National Electrical Code." The proposed fuel station and all equipment would be grounded and/or bonded to protect against static discharge. Lightning protection would be implemented in accordance with NFPA 780, "Standard for the Installation of Lightning Protection Systems."

Water utility connections are currently provided to the existing fuel station through a 2-inch sanitary water pipeline that runs south from 4th Street. This same sanitary water connection would be utilized to supply the proposed fuel station in accordance with Uniform Plumbing Code (UPC) requirements. A sample station would be provided to allow water quality monitoring. The fire protection water connection would also tie-in to the existing sanitary water pipeline.

A sewer utility connection would be provided to supply the proposed fuel station in accordance with UPC requirements for plumbing appurtenances inside the structure and the Washington Department of Ecology Criteria for Sewage Works Design (Orange Book) for underground sewer work. The sewer utility connection would be achieved by tie-in to an existing 2-inch forced main sewer pipeline running from the Crane and Rigging Facility (6290 Building) to a new lift station (2607-EP) or by routing a new pipeline directly to 2607-EP.

The proposed fuel station would require telecommunications connectivity for the point of sale tracking computer system and phone. An existing copper telecommunications line that runs near and south of the existing fuel station would be utilized. The telecommunications connection would tie-in to the existing infrastructure to supply the proposed fuel station.

All electrical, water, sewer, and telecommunications system connections would occur within existing rights-or-way or other previously disturbed areas within the APE for the project. No significant infrastructure impacts are anticipated from project activities.

NOISE AND VIBRATION EFFECTS. No distinguishing noise characteristics in the 200 Areas have been identified. The 200 Areas are far enough away from the nearest site boundary that industrial noises emanating from these areas are either unmeasurable or barely distinguishable from background levels at the site boundary. No significant noise or vibration impacts are anticipated from project activities.

PERMITS AND LICENSES. The Washington State Department of Ecology (Ecology) does not regulate most aboveground storage tanks (ASTs) that contain petroleum products or other potentially hazardous chemicals. Local fire agencies, counties, and/or cities typically regulate and permit ASTs. Washington State has adopted the national Uniform Fire Code that regulates the installation, modification, removal, abandonment, and closure of ASTs. ASTs are designed, installed, and operated in accordance with National Fire Protection Association (NFPA) 30, "Flammable and

Combustible Liquids Code," which provides fundamental safeguards for the storage, handling, and use of flammable and combustible liquids and applies to users, producers, distributors, and others who are involved with the storage, handling, and use of flammable and combustible liquids. In addition, NFPA 30A "Code for Motor Fuel Dispensing Facilities and Repair Garages" provides safeguards for dispensing liquid and gaseous motor fuels into the fuel tanks of automotive vehicles and marine craft and applies to motor fuel dispensing facilities, motor fuel dispensing at farms and isolated construction sites, and on-demand mobile fueling. Finally, the Yakima Regional Clean Air Agency Compliance Assistance Program has issued guidance for reducing air pollution in their publication titled "Air Quality Requirements for Gasoline Dispensing Facilities," which provides requirements prior to construction or modification of gas stations, stage I and II vapor recovery, requirements that apply to daily operations, what inspectors look for during inspections, and stage I and II vapor recovery self-inspection checklist. The Hanford Fire Marshall has authority for ASTs at Hanford.

The existing USTs at the old fuel station would be managed and closed in accordance with WAC 173-360A, "Underground Storage Tank Regulations" and other applicable requirements. In particular, Part 8 of the UST regulations (WAC 173-360A-0800, WAC 173-360A-0810, WAC 173-360A-0820, and WAC 173-360A-0830) addresses temporary and permanent closure of UST systems and includes taking systems out of operation, emptying temporarily closed UST systems, maintaining compliance during temporary closure, spill and overflow prevention, release detection and containment, financial responsibility, permanent closure of UST systems, notifications, reporting, site assessment, return of facility compliance tag, and other requirements, as applicable.

The State Environmental Policy Act (SEPA) does not apply to federal agencies as a matter of law. However, some state agencies are required to perform NEPA-like evaluations under their SEPA Rules when a proposed action requires a license, permit, or other approval from the state agency. SEPA is a state agency responsibility that is implemented in accordance with Washington Administrative Code (WAC) 197-11, “SEPA Rules.” In accordance with WAC 197-11-610, “Use of NEPA Documents,” state agencies may adopt any federal agency environmental analysis prepared under NEPA [e.g., categorical exclusion (CX), environmental assessment (EA), environmental impact statement (EIS)], which is determined by the state agency to meet their obligations under the SEPA Rules. A NEPA EA or documented CX may be adopted by a state agency to support a threshold determination of nonsignificance instead of preparing a SEPA environmental checklist [WAC 197-11-610(2)].

WASTE MANAGEMENT. No radioactive or mixed waste would be anticipated from the demolition of the existing fuel station or construction of the proposed fuel station. However, hazardous and nonhazardous wastes can be expected. There are no treatment facilities for hazardous waste at Hanford; therefore, the waste is accumulated onsite in satellite accumulation areas (SAAs) or central accumulation areas (CAAs). SAAs would be used to store up to 55-gallons of non-acute hazardous waste and/or one quart of liquid acute hazardous waste or 2.2-lbs of solid acute hazardous waste at or near any point of generation under the control of the operator without a permit (40 CFR 262.15; WAC 173-303-174). Once the SAA limits are reached, the waste would be moved to a CAA within three days. Since Hanford is considered a large quantity hazardous waste generator (generate more than 1,000 kilograms per month), waste may be allowed to accumulate in CAAs for up to 90-days. The common practice for hazardous waste stored in CAAs is to ship it offsite using U.S. Department of Transportation approved transporters for treatment, recycling, recovery, and disposal at RCRA permitted commercial facilities. Nonhazardous solid waste would include demolition and construction debris. Such waste meeting waste acceptance criteria would be hauled to the Pit #9 Inert Waste Landfill north of the Hanford 300 Area or to the Roosevelt Regional Landfill near Goldendale, Washington or other suitable commercial facility. In accordance with sound environmental management practices, the Hanford pollution prevention program would prevent pollution by establishing goals related to affirmative procurement (the purchase of environmentally preferable products containing recycled material), source reduction, and environmentally safe recycling.

A Waste Information Data System (WIDS) site, UPR-600-20, is identified as an Underground Radioactive Material Area (URMA) from an old cross-site transfer line (600-284-PL) which crosses diagonally from the southwest to northeast, at the northwest corner of the proposed fuel station construction site. No interactions with this URMA are anticipated given its depth and location; however, if project activities encroach upon this area, then the responsible Hanford contractor for the WIDS site would be contacted to evaluate and approve any activity that may impact the WIDS site prior to start of work and identify appropriate mitigation measures.

CONCLUSIONS. The proposed action would not individually or cumulatively have a significant effect on the human environment. The proposed action fits within the classes of actions listed in 10 CFR 1021, Subpart D, Appendix B, categorical exclusions as listed below. There would be no extraordinary circumstances that affect the significance of the environmental effects of the proposed action and it has not been segmented to meet the definition of a categorical exclusion. In addition, the proposed action would not threaten a violation of applicable statutory, regulatory, or permit requirements; would not require siting and construction or expansion of waste storage, disposal, recovery, or treatment facilities; would not disturb hazardous substances, pollutants, contaminants, or CERCLA-excluded petroleum or natural gas products such that there would be uncontrolled or unpermitted releases; would not cause significant impacts on environmentally sensitive resources; and would not involve genetically engineered organisms, synthetic biology, designated noxious weeds or invasive species.

With respect to the removal of the existing fuel station from operations, the following 10 CFR 1021, Subpart D, Appendix B, categorical exclusions would apply:

B1.23, "Demolition and Disposal of Buildings," which covers demolition and subsequent disposal of buildings, equipment, and support structures provided there would be no potential for release of substances at a level, or in a form, that could pose a threat to public health or the environment.

B1.27, "Disconnection of Utilities," which covers activities required for the disconnection of utility services (including, but not limited to, water, steam, telecommunications, and electrical power) after it has been determined that the continued operation of these systems is not needed for safety.

B3.1, "Site Characterization and Environmental Monitoring," which covers site characterization and environmental monitoring activities under CERCLA and RCRA authority. Activities include, but are not limited to, (a) geological, geophysical, geochemical, and engineering surveys, mapping, and establishment of survey marks; and (f) sampling and characterization of water, soil, rock, or contaminants.

B6.1, "Cleanup Actions," which covers small-scale, short-term cleanup actions under RCRA, Atomic Energy Act, or other authorities to reduce risk to human health or the environment from release or threat of release of hazardous substances. Actions include, but are not limited to, (a) excavation or consolidation of contaminated soils or materials from spill areas; (c) removal of underground storage tanks including associated piping and containment systems; (m) installation and operation of gas ventilation systems in soil to remove petroleum vapors; and (n) installation of fences, warning signs, or other security or site control precautions if humans or animals have access to releases.

With respect to the construction of the proposed fuel station, the following 10 CFR 1021, Subpart D, Appendix B, categorical exclusions would apply:

B1.7, "Electronic Equipment," which covers acquisition, installation, operation, modification, and removal of communication systems, data processing equipment, and similar electronic equipment.

B1.15, "Support Buildings," which covers siting, construction or modification, and operation of support buildings and support structures (including, but not limited to, trailers and prefabricated and modular buildings) within or contiguous to an already developed area (where active utilities and currently used roads are readily accessible).

B1.32, "Traffic Flow Adjustments," which covers traffic flow adjustments to existing roads (including, but not limited to, stop sign or traffic light installation, adjusting direction of traffic flow, and adding turning lanes), and road adjustments (including, but not limited to, widening and realignment) that are within an existing right-of-way and consistent with approved land use or transportation improvement plans.

B4.12, "Construction of Powerlines," which covers construction of electric powerlines approximately 10 miles in length or less, or approximately 20 miles in length or less within previously disturbed or developed powerline or pipeline rights-of-way.

B5.5, "Short Pipeline Segments," which covers construction and subsequent operation of short (generally less than 20 miles in length) pipeline segments conveying materials (such as air,

brine, carbon dioxide, geothermal system fluids, hydrogen gas, natural gas, nitrogen gas, oil, produced water, steam, and water) between existing source facilities and existing receiving facilities (such as facilities for use, reuse, transportation, storage, and refining), provided that the pipeline segments are within previously disturbed or developed rights-of-way.

B5.22, "Alternative Fuel Vehicle Fueling Stations," which covers installation, modification, operation, and removal of alternative fuel vehicle fueling stations (such as for compressed natural gas, hydrogen, ethanol and other commercially available biofuels) on the site of a current or former fueling station, or within a previously disturbed or developed area within the boundaries of a facility managed by the owners of a vehicle fleet.

III. Existing Evaluations *(Provide with NRSF to DOE NCO)*:

Maps:

Figure 1 – Location of Existing and Proposed Fuel Station Replacement in 200 East Area
Figure 2 – Area of Potential Effects (APE) and Project Area

Other Attachments:

N/A

IV. List Applicable CX(s) from Appendix B to Subpart D of 10 CFR 1021:

B1.7, "Electronic Equipment"; B1.15, "Support Buildings"; B1.23, "Demolition and Disposal of Buildings"; B1.27, "Disconnection of Utilities"; B1.32, "Traffic Flow Adjustments"; B3.1, "Site Characterization and Environmental Monitoring"; B4.12, "Construction of Powerlines"; B5.5, "Short Pipeline Segments"; B5.22, "Alternative Fuel Vehicle Fueling Stations"; and B6.1, "Cleanup Actions"

V. Integral Elements and Extraordinary Circumstances *(See 10 CFR 1021, Subpart D, B. Conditions that are Integral Elements of the Class of Actions in Appendix B; and 10 CFR 1021.410(b)(2) under Application of Categorical Exclusions)*	**Yes**	**No**
Are there extraordinary circumstances that may affect the significance of the environmental effects of the proposed action? If yes, describe them.	○	◉
Is the proposed action connected to other actions with potentially significant impacts, or that could result in cumulatively significant impacts? If yes, describe them.	○	◉
Would the proposed action threaten a violation of applicable statutory, regulatory, or permit requirements related to the environment, safety, health, or similar requirements of DOE or Executive Orders?	○	◉
Would the proposed action require siting, construction, or major expansion of waste storage, disposal, recovery, or treatment facilities?	○	◉
Would the proposed action disturb hazardous substances, pollutants, contaminants, or natural gas products already in the environment such that there might be uncontrolled or unpermitted releases?	○	◉
Would the proposed action have the potential to cause significant impacts on environmentally sensitive resources? See examples in Appendix B(4) to Subpart D of 10 CFR 1021.	○	◉
Would the proposed action involve genetically engineered organisms, synthetic biology, governmentally designated noxious weeds, or invasive species, such that the action is not contained or confined in a manner designed, operated, and conducted in accordance with applicable requirements to prevent unauthorized release into the environment?	○	◉

If "No" to all questions above, complete Section VI, and provide NRSF and any attachments to DOE NCO for review.
If "Yes" to any of the questions above, contact DOE NCO for additional NEPA review.

VI. Responsible Organization's Signatures:

Initiator:

Jerry W. Cammann, HMIS NEPA SME
Print First and Last Name

JERRY CAMMANN (Affiliate)
Digitally signed by JERRY CAMMANN (Affiliate)
Date: 2022.01.04 08:13:50 -08'00'
Signature / Date

Cognizant Program/Project Representative:

Douglas (Chris) Smith, DOE-RL/ISD
Print First and Last Name

DOUGLAS SMITH
Digitally signed by DOUGLAS SMITH
Date: 2022.01.04 09:08:47 -08'00'
Signature / Date

VII. DOE NEPA Compliance Officer Approval/Determination:

NEPA REVIEW SCREENING FORM 3 **Categorically Excluded Actions** (Continued)	**Document ID #:** DOE/CX-00218

Based on my review of information conveyed to me concerning the proposed action, the proposed action fits within the specified CX(s): ☒ Yes ☐ No

Bill Ostrum, EM NEPA Compliance Officer	William E. Ostrum Digitally signed by William E. Ostrum Date: 2022.01.06 07:25:18 -05'00'
Print First and Last Name	*Signature / Date*

NCO Comments:

Figure 1

Location of Existing and Proposed Fuel Station Replacement in 200 East Area

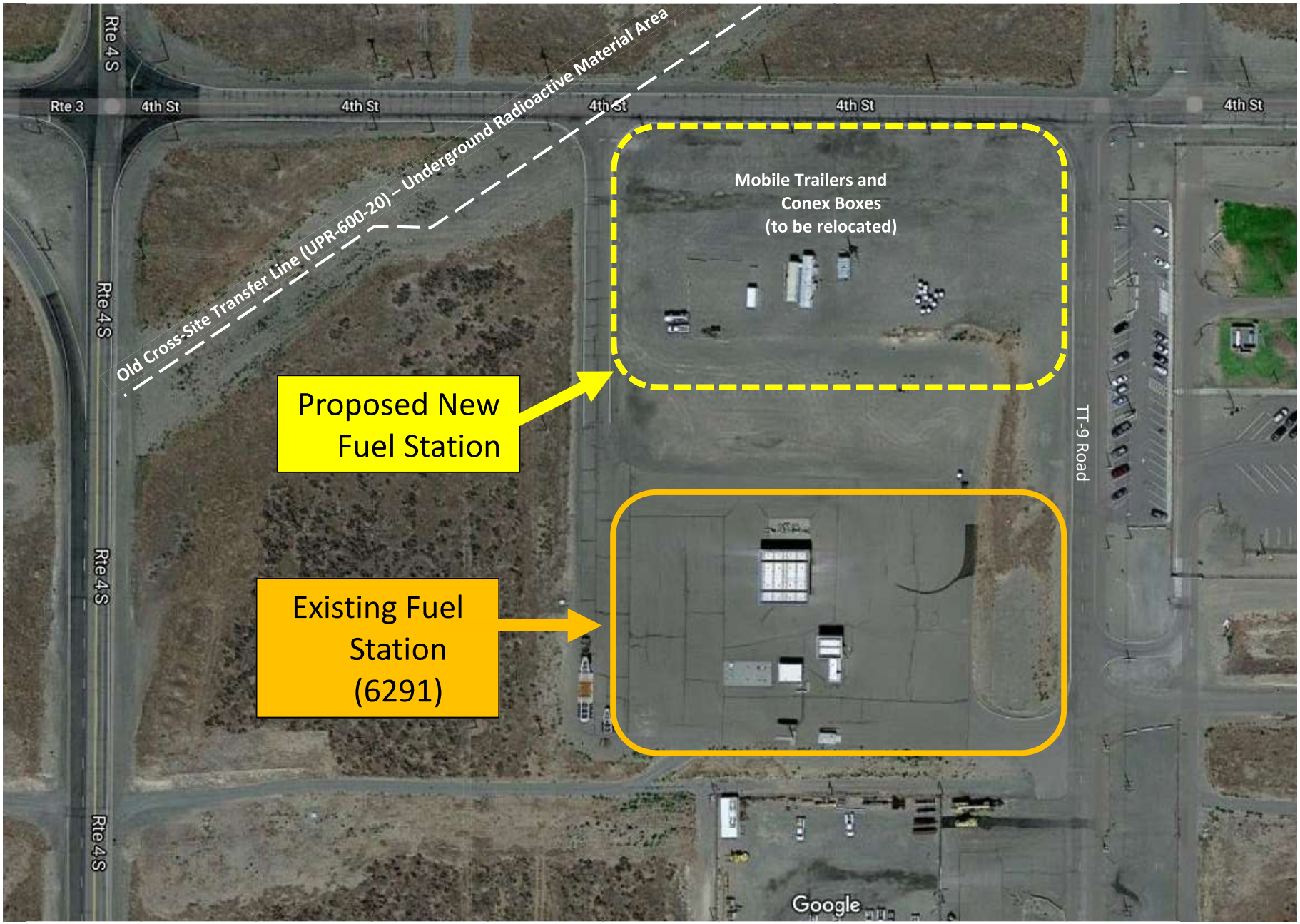

Figure 2

Area of Potential Effects (APE) and Project Area