



U.S. Department of Transportation

Federal Railroad Administration

**Kelso-Martin's Bluff Improvement
Projects**

Task 5 and Task 6

**FINDING OF NO SIGNIFICANT IMPACT
and
Section 4(f) *de minimis* Determination**

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1.0 INTRODUCTION

The Washington State Department of Transportation (WSDOT) is implementing a program of infrastructure improvement projects along the Pacific Northwest Rail Corridor (PNWRC) also known as the PNWRC Improvement Program (Program). The PNWRC Improvement Program is made up of approximately 17 component projects defined in terms of improvements to passenger rail service along the PNWRC and is designed to improve passenger rail service, or “service outcomes,” in Washington State. To fund these projects, WSDOT applied and was selected for grant funding through the Federal Railroad Administration’s (FRA) High-Speed Intercity Passenger Rail (HSIPR) Program. FRA completed a Programmatic Environmental Assessment (EA) analyzing the potential impacts of the PNWRC Improvement Program that resulted in FRA issuing a Finding of No Significant Impact (FONSI). In that Tier I Programmatic EA and FONSI, FRA anticipated completing project-level analysis for each of the independent component projects.¹

Although the projects to improve service outcomes are distributed throughout the PNWRC, some projects are clustered in certain geographic areas and address specific conditions that result in delays to passenger rail service. One such area is composed of three independent projects referred to as the Kelso Martin’s Bluff Improvement Projects. The Kelso Martin’s Bluff Improvement Projects Tasks 5: New Siding and Task 6: Kelso to Longview Junction are proposed to improve passenger rail operations around the Port of Kalama and the Port of Longview in Washington State.² Tasks 5 and 6 would help facilitate two additional Amtrak Cascades service round trips between Portland, Oregon and Seattle Washington, with improved reliability and reduced travel time and would also support Amtrak’s longer-distance Pacific Northwest passenger rail service, the Coast Starlight. The majority of Tasks 5 and 6 construction activities will occur on rail infrastructure owned by the BNSF Railway.

FRA and WSDOT prepared a Project-level Environmental Assessment (EA) for Tasks 5 and 6 to analyze and document whether these two Tasks would have significant effects on the environment. The EA was circulated for public review and comment between August 28 and September 27, 2014. This Finding of No Significant Impact (FONSI) is made based on the information in the EA and has been prepared by FRA in compliance with the National Environmental Policy Act of 1969 (42 U.S.C § 4321) (NEPA), FRA’s Procedures for Considering Environmental Impacts (64 Fed. Reg. 28545, May 6, 1999), and other related laws.

The final version of the EA is available to the public on FRA’s website at <http://www.fra.dot.gov/Page/P0212> and WSDOT’s Project website at: <http://www.wsdot.wa.gov/projects/rail/kelsolongviewjct/> and <http://www.wsdot.wa.gov/projects/rail/kelsonewsiding/>. WSDOT intends to use FRA’s decision document and other supporting documentation to satisfy the Washington State Environmental Policy Act (SEPA) (RCW 43.21C).

¹ While the individual projects making up the PNWRC Improvement Program will collectively improve passenger rail service in Washington, each project was identified in the Programmatic EA and has independent utility and is therefore capable of being analyzed in separate NEPA documents.

² The third Kelso-Martin’s Bluff project (Task 4, Toteff Road Siding), was evaluated separately with a Categorical Exclusion.

2.0 PURPOSE AND NEED

The purpose for both Task 5 and Task 6 is to improve reliability, enhance efficiency, and enhance frequency of HSIPR service along the PNWRC through the Kalama and Kelso, Washington, areas by relieving passenger rail congestion related to freight rail traffic entering and exiting the Ports of Kalama and Longview.

Task 5 and Task 6 are needed to relieve passenger-freight rail congestion and interference in and around the Ports of Kalama and Longview, especially along the two existing main line tracks, which are used by both intercity passenger and freight rail operations. The current track configuration results in congestion and ultimately in service delays that adversely affect passenger train scheduling and reliability. Currently, freight rail traffic arriving and departing from the Ports of Kalama and Longview frequently blocks one main line track for extended periods of time limiting operations to a single track. This inhibits the ability of passenger and other freight traffic to meet and pass on the main line leading to delays and does not allow for the addition of new intercity passenger rail frequencies.

3.0 DESCRIPTION OF ALTERNATIVES

Planning to improve passenger rail service for the Portland–Seattle–Vancouver, British Columbia, segment of the PNWRC began in 1993 under an FRA high-speed rail initiative. The corridor service planning effort, which came to be known as the PNWRC Improvement Program, led to the identification of capital improvements needed to meet and expand passenger rail program service outcomes over a 20-year time frame. Improvements in the Kelso Martin’s Bluff area were identified in the planning for the PNWRC Improvement Program.

In 2003, FRA and WSDOT initiated an Environmental Impact Statement (EIS) to evaluate rail improvements in the Kelso Martin’s Bluff area. The EIS considered three alternative track alignments as build alternatives, with the addition of approximately 19 miles of track and improvement of track transitions. The preliminary preferred alternative was of much larger scope than the proposed Task 5 and 6 projects, and was expected to result in significantly greater environmental impacts. Due to the potential impacts and the projected costs, the project was not advanced.

In 2006, to consider means to achieve the corridor service objectives with fewer environmental impacts and more cost-effective improvements, WSDOT reexamined projects identified in the PNWRC Improvement Program. This effort resulted in the *Washington State Long-Range Plan for Amtrak Cascades* and included the Kelso Martin’s Bluff projects, as they were identified, as important components to improve service outcomes. In 2008, WSDOT developed the *Amtrak Cascades Mid-Range Plan*, which provided for the phased implementation of the PNWRC Improvement Program, and identified individual projects in the Kelso Martin’s Bluff area, including the Task 5 and 6 projects examined in the recent EA.

In early 2009, as part of the required NEPA compliance for funding eligibility under FRA’s HSIPR grant program, WSDOT and FRA completed the *Pacific Northwest Rail Corridor, Washington State Segment – Columbia River to the Canadian Border Program Environmental Assessment*. In this 2009 Programmatic EA, the Kelso-Martin’s Bluff phased projects identified in the 2008 *Amtrak Cascades Mid-Range Plan* were refined with additional planning and operational modeling to reduce both environmental impacts and cost. The Programmatic EA analyzed the Corridor Service Expansion Alternative, which included Tasks 5 and 6 as part of the Kelso Martin’s Bluff suite of projects. The purpose of the Corridor Service Expansion Alternative was to improve passenger rail service. In 2010, FRA issued a FONSI, directing

project-level environmental reviews. Consistent with that Programmatic EA, two alternatives are considered in the subject EA for Tasks 5 and 6, the No Build Alternative and the Build Alternative.

3.1 No Build Alternative

The No Build Alternative for both Task 5 and Task 6 includes only minor maintenance and repair activities necessary to keep the existing rail line operational for existing freight and intercity passenger rail service. Amtrak's Cascades and Coast Starlight passenger train service would continue to use the existing rail line through the Ports of Kalama and Longview. However, the No Build Alternative would not include any other improvements to passenger rail, and delays due to congestion in the Task 5 and Task 6 project area would continue. The service outcomes for improved or additional intercity passenger train service would not be achieved because an increase in Amtrak service would further increase existing congestion and result in adverse effects on both freight and passenger rail operations.

3.2 Build Alternative

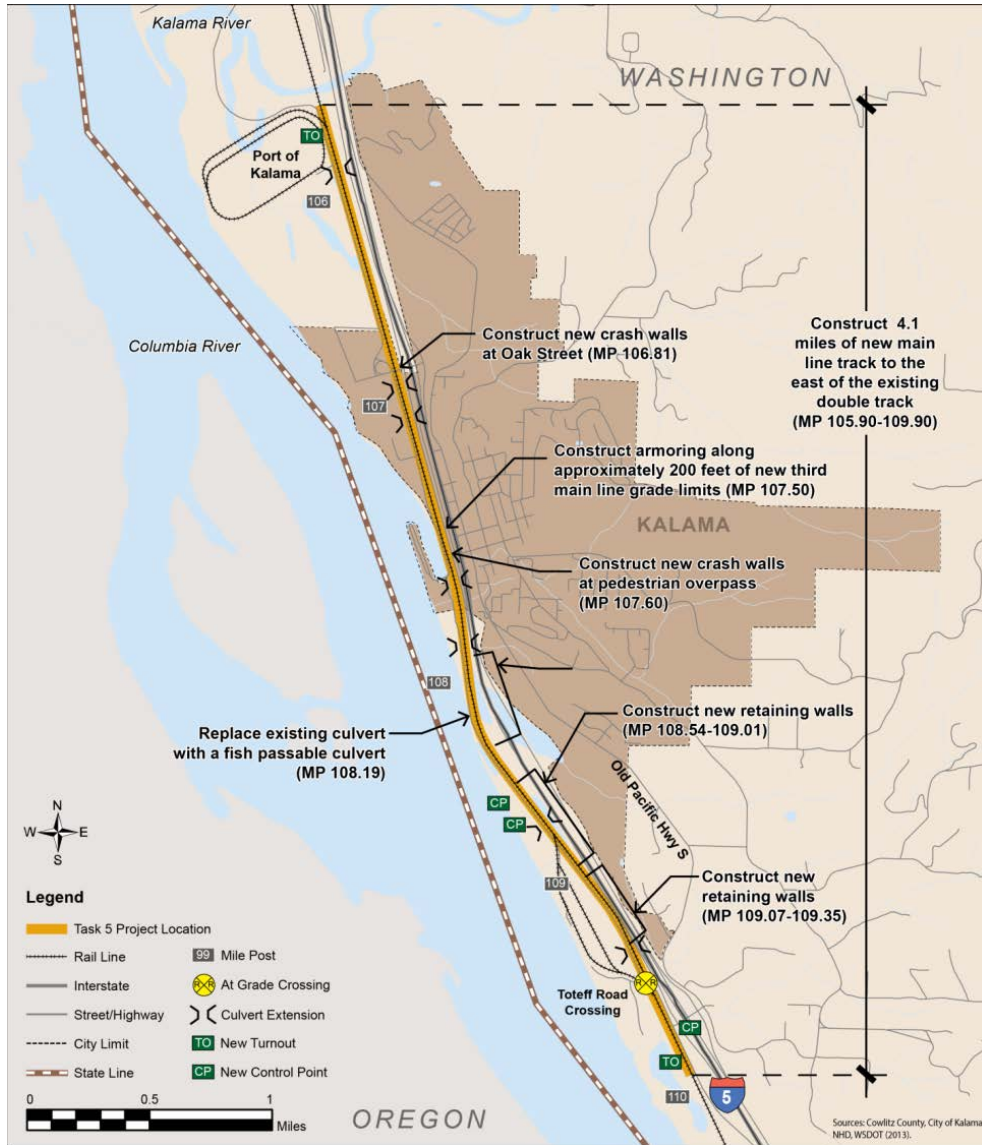
The EA analyzes build alternatives for Task 5 and Task 6. While they are addressed in the EA together, the improvements are specific to each project location and each addresses inefficiencies and delays related to rail congestion at two discrete locations (i.e. the Port of Kalama (Task 5) and the Port of Longview (Task 6)) which could be constructed independently of each other. The Task 5 and Task 6 projects include improvements to support improved passenger service schedule reliability, improved travel times, and increased frequency in Amtrak service between Portland and Seattle from four to six daily round trips. The Build Alternative for Task 5 and Task 6 would improve the flow of passenger trains through Kalama and Kelso by establishing a new main line for passenger train use and new track switching that would improve the transition of freight rail traffic off the main line tracks as those trains travel to and from the Ports of Kalama and Longview. The Build Alternative for Task 5 and Task 6 would allow Amtrak trains to operate at speeds up to 79 miles per hour (mph).

3.3 MAPS

As shown on Figure 1, the Task 5 project includes:

- construction of approximately 4.1 miles of a third main line track to the east of the existing double-track main line, from the vicinity of Toteff Road north to the Kalama River;
- installation of higher-speed turnouts on new embankment at both ends of the new track to facilitate train movements on and off the new third main line track, and modification of signal control points (CPs) and installation of intermediate signals to aid in dispatch, train control, and accommodation of all passenger rail operations;
- construction of crash walls under a roadway overpass located at Oak Street (MP 106.81) and at an existing pedestrian overpass (MP 107.60);
- grading, excavation, retaining wall and embankment construction, and culvert extension and armoring;
- armoring along approximately 200 feet of the new third main line grade limits near MP 107.50;
- extension of seven stormwater culverts beneath the track bed to accommodate the third main line track;
- culvert replacement at unnamed tributary 3 with a fish-passable culvert, installed through Louis Rasmussen Day Use Park; and,
- relocation of utilities that are affected by the proposed improvements, as necessary.

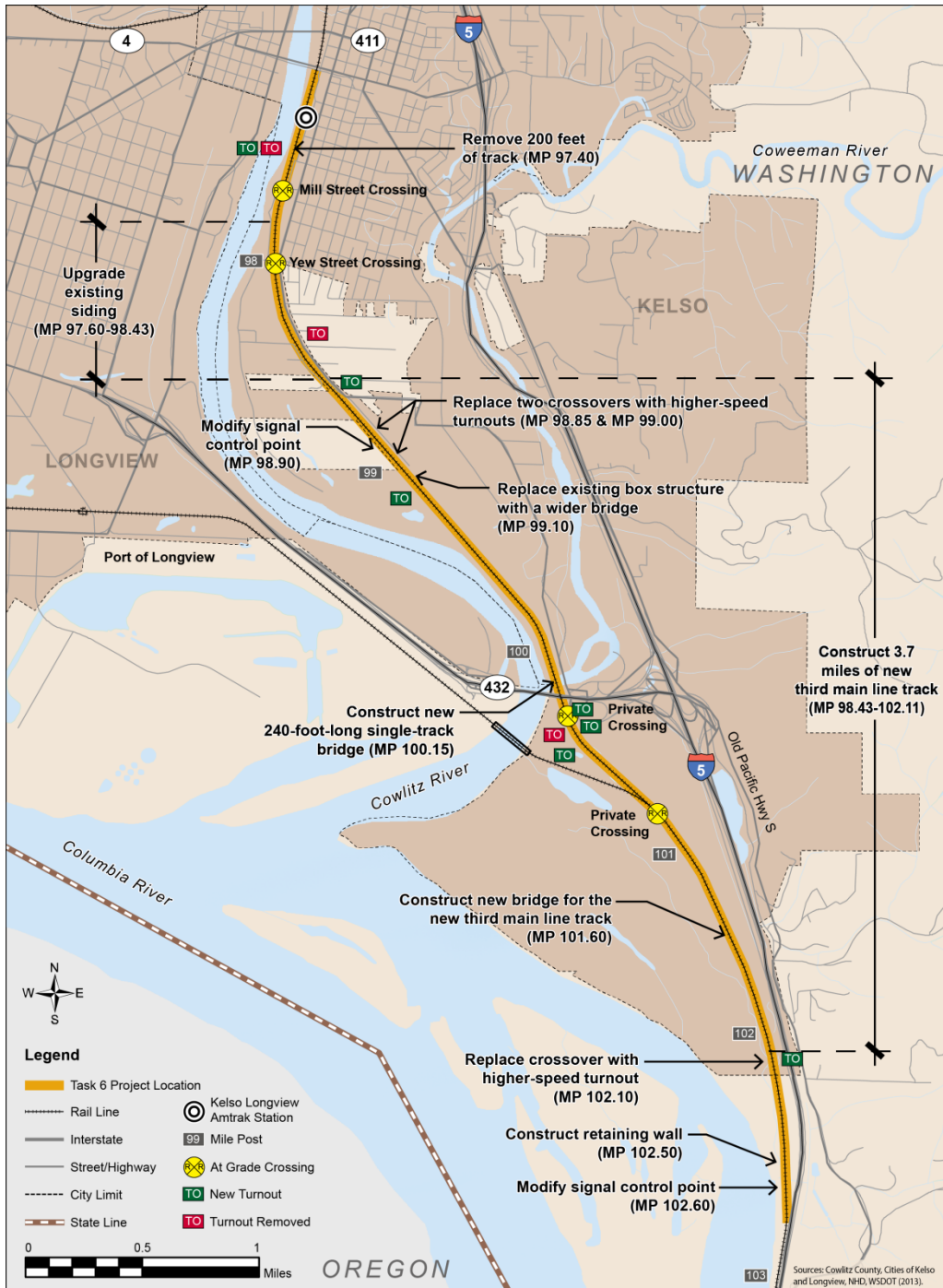
Figure 1: Task 5 Build Alternative Components



As shown on Figure 2, the Task 6 project includes:

- construction of approximately 3.7 miles of a third main line track, installation of new turnouts, crossovers, and removal of other existing turnouts;
- modification of signal control points;
- construction of a new single-track bridge over the Coweeman River, and installation of a maintenance walkway on the existing Coweeman River Bridge;
- replacement of the existing concrete box structure with a widened rail bridge over South Pacific Avenue at MP 99.10, and construction of a new rail bridge over a private road at MP 101.60; related grading and utility work;
- construction of a retaining wall at MP 102.5;
- grading, excavation, and embankment construction to support the new improvements; and,
- relocation of utilities that are affected by the proposed improvements, as necessary.

Figure 2: Task 6 Build Alternative Components



4.0 SUMMARY OF EFFECTS

Environmental effects of the Build Alternative for each task are summarized in this section. Specific effects are identified by task, where appropriate.

4.1 Geology and Soils

Short-term effects on soils in the Task 5 and Task 6 project areas would occur from the temporary disturbance due to land clearing and excavation into existing slopes and embankments which would expose soils in the project areas, increasing susceptibility to wind and water erosion. Though the Task 5 project is located within an aquifer recharge area, no short-term effects to the aquifer recharge area are anticipated as there would not be a significant increase in impervious surfaces during construction. The Task 6 study area contains soils that have moderate to high liquefaction potential. However, these short-term effects would be minimized by adhering to the best management practices (BMPs) described in Appendix B of this document.

No long-term effects on soils are anticipated. Areas in the Task 5 study area currently susceptible to geologic hazards (i.e., geologic critical areas) would continue to be susceptible; however, the Task 5 project would not increase the long-term susceptibility of the study area to these hazards. Though the Task 5 project is located within an aquifer recharge area, there would be only a negligible increase in impervious surfaces; therefore, no long-term effects on aquifer recharge are expected. The Task 6 study area contains soils that have moderate to high liquefaction potential. However, no long-term effects from these soils would occur because WSDOT will design and construct the projects to minimize or eliminate potential impacts.³ For example, the design would include methods to provide additional soil stabilization, which would minimize the potential effects of soil liquefaction should an earthquake occur.

FRA finds that the Task 5 and Task 6 Build Alternatives would not result in significant adverse effects to geology or soils.

4.2 Air Quality

Neither the Task 5 nor the Task 6 project would result in significant air quality impacts. Construction would result in a temporary increase in Mobile Source Air Toxics emissions in the study area, and temporary odors may be detected by people near asphalt paving operations. However, these impacts would be minor and temporary and would be further reduced through WSDOT's implementation of appropriate measures to control particulate matter emissions during construction (see Appendix B).

The projects conform to Clean Air Act requirements and would not cause exceedances of the National Ambient Air Quality Standards (NAAQS). The projects are not predicted to increase regional highway vehicle miles traveled, and thus would not affect regional air pollutant levels. Increased locomotive emissions resulting from additional Amtrak Cascades service frequency would be somewhat offset by the reduction in passenger and freight train idling around the Ports of Kalama and Longview resulting from the Build Alternative.

FRA finds that the Task 5 and Task 6 Build Alternatives would not result in exceedances of the NAAQS or result in significant air quality effects.

³ While it is anticipated that WSDOT will contract the construction of the projects to the BNSF Railway, WSDOT is responsible for ensuring all minimization and avoidance measures during design and construction are fully implemented.

4.3 Water Resources

Neither Task 5 nor Task 6 would result in a significant effect on water resources. During construction, WSDOT would implement the required environmental commitments and BMPs to minimize or avoid erosion, sedimentation, and pollutant spill effects to surface water, surface hydrology or water quality, and groundwater resources (see Appendix B). The Build Alternatives would not affect surface waters through changes in volume or water quality. No changes would be made within the boundaries of regulated shorelines or floodplains. The operation of the Build Alternative would not affect surface waters, critical aquifer recharge, or well protection areas.

Within the Task 5 study area, the Task 5 project includes the permanent placement of approximately 15,000 cubic yards of material in floodplains. For the new third main line, this includes fill in Wetland B, which acts as stormwater conveyance for the city of Kalama. The fill placement in Wetland B would affect stormwater conveyance capacity and could result in flooding; however, hydraulic modeling indicates that base flood elevations would be maintained by implementing the mitigation measure of expanding Wetland B. Replacement of the culvert at unnamed tributary 3 with a larger diameter culvert would allow for more water to flow at a lower velocity through the culvert and reduce the potential for flooding.

For the Task 6 project, no short- or long-term effects on floodways and floodplains are anticipated because the Task 6 project would not permanently alter or raise the base flood elevations for the floodplains in the study area beyond the regulatory base flood elevations established by FEMA. Construction activities associated with the Task 6 project are not anticipated to change the flood protection associated with the Coweeman River.

FRA finds the construction and operation of the Task 5 and Task 6 Build Alternatives would not result in significant impacts to water resources or floodplains. WSDOT would implement appropriate BMPs and adhere to the requirements set forth by the U.S. Army Corps of Engineers (USACE) Seattle District, the U.S. Fish and Wildlife Service (USFWS), and the National Marine Fisheries Service (NMFS) during the consultations completed as part of the EA. As part of the permitting processes to be undertaken by the USACE Seattle and Portland districts, and the Washington State Department of Ecology (Ecology) for water resources, additional project conditions may be established. FRA anticipates that these conditions would be included as commitments secured and enforceable through the any required Clean Water Act Section 404 permitting process, and WSDOT would be responsible for adhering to any such conditions during project implementation.

4.4 Wetlands

The projects have been designed to avoid wetlands impacts to the extent feasible and, with the mitigation proposed as part of the NEPA process, neither Task 5 nor Task 6 would result in a significant effect on wetland resources⁴. Project activities in the wetland sites and Waters of the U.S. are under the jurisdiction of the USACE, Seattle District and the US Coast Guard (USCG). Applicable requirements include, but are not limited to, a Clean Water Act Section 404 permit from the USACE and a Section 401 Water Quality Certification from Ecology. For the proposed rail bridge crossing of the Coweeman River, a Section 9 permit and a Section 10 permit under the Rivers and Harbors Act are needed from the USCG and USACE respectively. Prior to construction, BNSF Railway and WSDOT would coordinate with Ecology, USACE, and

⁴ The 2009 Tier I Programmatic EA FONSI states that all practical measures to minimize wetland impacts will be taken. That FONSI further states that compensation for wetland impacts will be provided through purchase of credits in an approved wetland mitigation bank. If an approved wetland mitigation bank is not available at the time of permitting, then mitigation will occur through the purchase of additional lands and any conditions stipulated by the USACE.

USCG to secure the necessary permits, and during construction will implement the mitigation as required for the Section 404 and 401 Permits, Section 9 and 10 permits, and any others that may be required.

For both the Task 5 and Task 6 Build Alternatives, short-term effects on wetlands during construction would result from increased sedimentation and placement of temporary fill, which would temporarily decrease water quality and reduce habitat availability. Construction effects on wetland vegetation would decrease the ability of wetlands to reduce water velocities during storm events. However, minimization measures and environmental commitments (see Appendix B) would be implemented to minimize or eliminate effects on wetlands. Once construction is completed, temporary fill would be removed from wetlands, and the wetlands would be restored to their pre-existing conditions.

Long-term effects of the Task 5 project would include permanent placement of fill in 3.6 acres of wetlands, while the Task 6 project would include permanent placement of fill in approximately 6.8 acres of wetlands. This would decrease wetland functions related to flood water conveyance and habitat functions in the respective study areas. These long-term permanent effects from construction would be mitigated through purchase of mitigation bank credits (as contemplated in the Tier I Programmatic Evaluation) and fee acquisition of wetland properties for permanent preservation. The operation of the Build Alternatives would not affect wetlands.

FRA finds that no significant impacts to wetlands would occur after implementation of the mitigation measures identified in coordination with the USACE and Washington state agencies. FRA anticipates that these mitigation measures would also be included as commitments secured and enforceable through the Clean Water Act permitting process.

4.5 Ecological Resources and Threatened & Endangered Species

Neither Task 5 nor Task 6 would result in a significant effect on ecological resources or threatened and endangered species. For both Tasks, short-term effects to certain ecological resources would occur as a result of vegetation removal during project construction that would temporarily affect water quality and may result in the introduction of noxious weeds to the project area. Because of the relatively small scale of the permanent vegetation removal, there would be no alteration of the overall vegetative communities in either the Task 5 or Task 6 study area. The removal of vegetation would have little effect on wildlife because species would likely relocate to other vegetated areas in the vicinity until construction is complete. WSDOT would implement minimization measures and BMPs to minimize or eliminate effects on these ecological resources.

The EA assumed that construction windows would limit effects to the threatened streaked horned lark, which may exist in both the Task 5 and Task 6 project areas. With this understanding, FRA and WSDOT undertook an informal consultation with the USFWS pursuant to Section 7 of the Endangered Species Act of 1973. However, as project engineering evolved, WSDOT determined that the construction might occur during those periods when the streaked horned lark could be nesting; therefore, FRA initiated formal consultation with USFWS.

During formal Section 7 consultation, USFWS found that the major construction activities for both project areas (placement of a rock base layer, embankment material, sub-ballast and ballast materials; installation of new track using a track laying machine and various other equipment, and modification of a upland berm near the south end of the streaked horned lark habitat area) could occur within 100 meters of occupied and/or suitable habitat for streaked horned larks. The USFWS' Biological Opinion found that while the species would not be jeopardized, there could be incidental takes in the form of harm or harassment

resulting from mortality, disturbance, displacement, and/or depredation. Therefore, the USFWS established two reasonable and prudent measures (RPMs) to minimize impacts of incidental take of streaked horned larks as well as terms and conditions to implement those RPMs. These terms and conditions are incorporated into this FONSI as environmental commitments presented in Appendix B.

With respect to Columbia White Tailed Deer (CWTD), the USFWS found that the Project would result in an insignificant effect on individual deer with no population consequences. However, the increased number of trains (four) and increased average speeds were anticipated to cause indirect effects in the form of potential train-deer collisions. USFWS projected that the mortality of 11 CWTD over the next 20 years is a reasonable expectation. Therefore, USFWS established a RPM for both the Task 5 and Task 6 projects to minimize the frequency of deer-train collisions with CWTD. Terms and conditions to support this RPM were established, and are incorporated into this FONSI as environmental commitments presented in Appendix B.

Temporary and permanent fill in streams would reduce available aquatic habitat, and increases in turbidity during construction would temporarily affect aquatic species. Pollutant release during construction could be transported into streams and affect fish and their prey species. Construction-related in-water work would include dewatering and isolation of work areas that would require fish handling and may result in elevated stress levels or direct mortality.

The Task 5 project area hosts two ESA-listed threatened fish species, the Lower Columbia River Steelhead Distinct Population Segment (DPS), and the Lower Columbia River Coho salmon. In addition, there is also essential fish habitat (EFH) for Pacific salmon. Based on the effects described above, described in the biological assessment prepared in conjunction with the EA, the Task 5 project *may affect, and is likely to adversely affect*, Lower Columbia River Coho ESU, Lower Columbia River steelhead DPS, and critical habitat associated with the Lower Columbia River Coho salmon. Coho salmon are known to be present in unnamed tributary 3 and the streambed would be temporarily affected by the culvert replacement.⁵

The Task 5 project requires authorization from the National Marine Fisheries Service (NMFS) under the Magnuson-Stevens Act (MSA). As part of this consultation, NMFS determined that the Task 5 project area includes areas designated as EFH for Coho salmon and Chinook salmon, but the project does not occur within a Habitat Area of Particular Concern. NMFS further determined that construction of Task 5 *may adversely affect* Pacific salmon EFH within the study area.⁶ NMFS identified terms and conditions to offset the impact of the proposed action on EFH. The terms and conditions are listed in Appendix B as environmental commitments.

NMFS also provided conservation recommendations which include a work window definition; commitments to reduce disturbance and turbidity during in-water work; and minimization of damage and vegetation removal as practicable. See Appendix B for these recommendations, which would be required as part of the Task 5 project.

The Task 6 project area hosts several ESA-listed threatened or endangered fish species, including the Lower Columbia River Chinook Salmon, Upper Columbia River spring-run Chinook Salmon, Snake River fall-run Chinook Salmon, Snake River spring/summer-run Chinook Salmon, Upper Willamette River Chinook

⁵ Although there would be disturbance during construction at UT3, with the new culvert in place, habitat for Coho salmon would be significantly improved, with the creation of new spawning, nursery and foraging habitat.

⁶ Critical habitat has been proposed for the LCR coho salmon in the project area but has not been designated by NMFS.

Salmon, Columbia River Chum salmon, Lower Columbia River Coho Salmon, Snake River Sockeye salmon, Snake River basin Steelhead, Upper Columbia River Steelhead, Middle Columbia River Steelhead, Lower Columbia River Steelhead, Upper Willamette River Steelhead, and Southern Pacific Eulachon. In the Task 6 area, there is also EFH supporting the Pacific coast Salmon. NMFS has determined through the ESA consultation process that Task 6 could affect all of the species named above. Therefore, NMFS has identified reasonable and prudent measures to avoid the effects to the species and destruction and adverse modification of critical habitat. The reasonable and prudent measures include methods to minimize incidental take resulting from elevated suspended sediments, impact pile driving, fish handling and from the loss of off-channel habitat. The terms and conditions established by NMFS to bring these measures into effect are listed in Appendix B as environmental commitments.

As a result of the MSA consultation for Task 6, NMFS determined that construction of the Task 6 project *may adversely affect* Pacific salmon EFH within the Task 6 study area. However, NMFS also determined that the conservation measures required by the Biological Opinion described above and its terms and conditions to minimize elevated suspended sediments during construction are sufficient to offset the impact of the proposed action on EFH. In-water work will occur to construct the new rail span at the Coweeman River; effects to fish habitat would be minimized or eliminated through the implementation of BMPs and minimization measures (see Appendix B).

Mitigation to offset impacts to fish habitat would include the replacement of two undersized culverts at the private access road at MP 100.29, and the Owl Creek Sand and Gravel Company access road at MP 101.6. This mitigation would enhance connectivity between fish bearing streams and associated wetlands and improve overall water quality and available habitat. Mitigation is further described in Appendix B.

FRA finds that no significant impacts to ecological resources or rare, threatened, and endangered species would occur after implementation of the terms and conditions for the protection of the Columbia White Tail Deer, streaked horned lark, and the several ESA-listed threatened or endangered fish species developed in consultation with the USFWS, NMFS, and the Washington Department of Fish and Wildlife. A copy of the Task 5 Biological Opinion and the Task 6 Biological Opinion are included in Appendix D.

4.6 Energy and Climate Change

There would be no substantial change in short- or long-term fuel consumption, energy use, or greenhouse gas (GHG) emissions in Washington State from the Task 5 Project or from the Task 6 Project. The potential increase in energy use and GHG emissions would be minimized by adhering to minimization measures and BMPs (see Appendix B). Neither project would contribute substantially to potential climate change.

Construction of the Task 5 project would require 231,224,343 million British thermal units (MBtu) of energy and would generate 17,146 metric tons (MT) carbon dioxide equivalent (CO₂e) of GHG emissions. The CO₂e emissions would represent 0.0017 percent of the total GHGs emitted in Washington State. This would not represent a substantial contribution to GHG emissions in Washington State or the Task 5 project area. Construction of the Task 6 project would require 479,872,000 MBtu of energy and would generate 35,500 MT CO₂e of GHG emissions. The CO₂e emissions would represent approximately 0.0037 percent of the total GHGs emitted in Washington State. This would not represent a substantial contribution to GHG emissions in Washington State or the Task 6 project area and thus would not be expected to contribute substantially to potential climate change.

The Task 5 and Task 6 projects were also assessed for potential effects upon them from climate change. Studies performed by WSDOT indicate that State Route 411 near the project area has the potential to be

highly affected by river flooding and sea level rise. FRA and WSDOT considered this information during preliminary design. The Task 5 and Task 6 projects are designed to last more than 50 years. As part of their design, the Task 5 and Task 6 projects have incorporated features that would provide greater resilience and function with the potential effects brought on by climate change.

FRA finds that no significant impacts to energy or climate change would occur as a result of construction or operation of the Task 5 and Task 6 project. In addition, the project has been analyzed for impacts from climate change and the Task 5 and Task 6 projects have incorporated standard design features that would provide greater resilience and function with the potential effects brought on by climate change.

4.7 Noise

Neither Task 5 nor Task 6 would result in a significant noise impacts. Construction of Task 5 and Task 6 would result in localized increases in noise levels. These increases would be typical of those emitted from construction equipment and materials delivery vehicles. However, not all equipment operates at full power constantly through the construction period and average daytime noise levels would be affected only temporarily. Construction noise effects on sensitive receptors are not anticipated to be significant.

For Task 5, short-term, minor noise from construction sources would occur for residents and visitors to Louis Rasmussen Day Use Park, a Section 4(f) resource. These effects would be minimized by adhering to minimization measures and BMPs identified in Appendix B.

During Task 6 construction, there would be noise from pile driving activities associated with the Coweeman River Bridge. Short-term, minor noise effects would occur for the Task 6 project from temporary noise generated during construction at the bridge. However, the temporary noise would not impact the public, since it does not have access to the bridge. The Washington State Department of Archaeology and Historic Preservation (DAHP) concurred with FRA and WSDOT's determination that the noise generated by the project would not result in an adverse effect to the bridge, which is a National Register-eligible property.

A long-term, marginal increase in noise would occur from operation of trains under Tasks 5 and 6. However, no moderate or severe impacts are anticipated, and the minimization measures and BMPs in Appendix B would be incorporated into the project. No significant noise impacts are predicted in the Task 5 study area and the slight increase in noise at the Rasmussen Day Use Park will not substantially impair the public's use and enjoyment of the Park. No moderate or severe impacts are projected, and significant effects would not occur.

4.8 Vibration

The vibration resulting from the project construction and operation would be below the FTA vibration impact thresholds and therefore neither Task 5 nor Task 6 would result in a significant vibration impacts.

4.9 Hazardous Materials

Neither Task 5 nor Task 6 would result in a significant hazardous materials impact. Short-term effects would be expected during construction of the Task 5 and Task 6 projects if contaminated soil, sediment, or groundwater were encountered; however, these effects would be minimized by adhering to the measures described in Appendix B. The project is intended to improve passenger train operations and there would be no foreseeable increase in the freight rail transport of hazardous material as a result of the Build Alternative. Therefore, no long-term effects from either project are anticipated because the project would not increase the potential for exposure to hazardous materials from the transport or accidental release of hazardous materials.

FRA finds that the Task 5 and Task 6 Build Alternatives would not result in hazardous materials impacts since known or potentially contaminated sites have been identified and any unanticipated sites would be treated in accordance with state and federal requirements. Appropriate design measures would be implemented to avoid known contaminated sites.

The construction and operations do not include major increases in the use or possible accidental release of any significant amounts of hazardous materials. Thus minimal impact is expected from the use of small amounts of hazardous materials during construction and operations in both Task 5 and Task 6. No long-term effects from the Task 5 project are anticipated because the project would not increase the potential for exposure to hazardous materials from the transport or accidental release of hazardous materials. Amtrak Cascades trains operating in the Task 5 study area would not be carrying hazardous materials in bulk. The current commodity mix hauled by BNSF Railway freight trains, which may include hazardous materials, would continue to be transported through the Task 5 and Task 6 study areas and the risk of a hazardous materials incident would be comparable to current conditions. Proposed operational activities would not affect ongoing remediation activities at any of the hazardous materials sites of concern. Accidental hazardous materials spills or releases from operational activities, equipment, or materials may occur but would be comparable to current conditions.

4.10 Land Use and Recreation

Neither Task 5 nor Task 6 would result in significant impacts to land use or recreation. Both the Task 5 and Task 6 projects would be consistent with all applicable land use plans and policies and would not affect future development opportunities of property adjacent to the railroad right-of-way. Neither project would result in any regional or local changes to adjacent land use, with the exception of lands purchased for the purpose of offset mitigation for Task 6 wetlands impacts and wildlife effects; those lands would be permanently preserved and managed for wetlands, wildlife and open space purposes. Refer to Section 4.4 of this FONSI for effects on wetlands in the study areas.

No short-term effects on land use would be anticipated from construction activities associated with Tasks 5 or 6. Construction activities associated with the culvert replacement at unnamed tributary 3 would have a short-term effect on recreation and users of Louis Rasmussen Day Use Park, a Section 4(f) resource (discussed further in Section 4.12). Construction activities would require temporary closure of the beach, parking area, and Hendrickson Drive within the construction site of unnamed tributary 3 fish-passable culverts; fishing access in the construction area would be unavailable during the construction period. The Port of Kalama's unpublished master plan describes future improvements to the park, and the proposed culvert changes at unnamed tributary 3 would not conflict with proposed circulation improvements in its vicinity.

Both Task 5 and Task 6 are consistent with adopted land use policies. However, the Task 6 project would be located partly adjacent to the runway at the Southwest Washington Regional Airport in Kelso. Notification of FAA under 49 CFR 77 to document the proposed activities has taken place. Although the project is close to the runway, the proposed project and construction would have a low profile, similar to the existing rail activities and are not anticipated to effect airport operations.

The rail corridor would continue to be compatible with surrounding land uses and FRA finds the Project would not result in significant effects to local land use.

4.11 Cultural and Historic Resources

Neither Task 5 nor Task 6 would result in significant impacts to cultural or historic resources. Federally-recognized tribes and the Washington State Department of Archaeology and Historic Preservation (DAHP) were consulted, as required by Section 106 of the National Historic Preservation Act. No historic structures or Traditional Cultural Properties (TCPs) were identified in the Task 5 or in the Task 6 project Areas of Potential Effect (APE). No archaeological resources were identified in the Task 6 project APE.

Replacement of the unnamed tributary 3 culvert would require construction in areas that were not included in the originally evaluated APE, and the construction work could encounter native soils that may contain archaeological resources. In consultation with DAHP, archaeological testing was conducted by WSDOT to assist in determining if archaeological resources are present. No cultural material was encountered during testing; however, results of the subsurface investigation indicate a potential for intact archaeological resources in the project area. Therefore, WSDOT will provide archaeological monitoring during construction activities exceeding depths of 15 feet below surface (approximate depth of natural soil surface) and an Inadvertent Discovery Plan (IDP) will be developed, in consultation with DAHP, to establish procedures for addressing the unanticipated discovery of archaeological resources during construction activities.

The Task 6 project area includes the National Register-eligible Coweeman River Bridge, which would itself be modified through the addition of lighting and a pedestrian walkway for maintenance workers. In addition, a second rail bridge over the Coweeman River would be constructed proximate and generally parallel to the existing Coweeman River Bridge. The bridge modifications and the construction of the second rail bridge proximate to the existing bridge were reviewed in consultation with DAHP. FRA determined, with DAHP concurrence, that no adverse effects would occur with the modifications to the existing bridge, and the changes to the viewshed of the resource were similarly not significant.

DAHP concurred with FRA's finding of no adverse effect on cultural resources and historic properties. Copies of DAHP concurrence letters are included in Appendix D. FRA finds the Project would not adversely affect historic properties.

4.12 Section 4(f) Resources

There are Section 4(f) resources in both the Task 5 and Task 6 study areas. The Louis Rasmussen Day Use Park in the Task 5 study area would be affected by that project. The Task 6 project area includes the Coweeman River Bridge which has been found eligible for listing in the National Register of Historic Places.

At Louis Rasmussen Day Use Park, construction activities associated with the culvert replacement at unnamed tributary 3 would have short-term effects. Access to this park would be maintained during construction, although there could be temporary unavailability of parking in the immediate area of the construction. Construction noise would be generated near the park, although it would dissipate as the distance from construction activities increases, and would be temporary. These short-term effects would not substantially impair the activities, features, or attributes of the Section 4(f) resource.

FRA finds that the impacts to the Louis Rasmussen Day Use Park would be *de minimis*. The Port of Kalama (Port), the official with jurisdiction over the resource, concurred in writing with this finding on December 9, 2014. WSDOT will implement all minimization measures included in the Port's concurrence letter as a condition of implementing the Task 5 Project. These minimization measures are further discussed in Appendix A.

Testing was conducted by WSDOT to establish the potential for archaeological resources in the vicinity of the unnamed tributary 3 construction. While no cultural materials were encountered during testing, WSDOT will provide archaeological monitoring during construction activities exceeding depths of 15 feet below surface and an IDP will be developed, in consultation with DAHP, to establish procedures for addressing the unanticipated discovery of archaeological resources during construction activities. DAHP concurred in writing with FRA's finding that no historic properties would be affected by the construction at the Louis Rasmussen Day Use Park, but that archaeological monitoring and development of an IDP are appropriate to address unanticipated discoveries. If archaeological resources are discovered, FRA and WSDOT, in consultation with DAHP and affected Tribes, will determine National Register eligibility and will perform an additional Section 4(f) evaluation if necessary.

The Task 6 project includes the addition of a new walkway, handrails, and lighting to the existing National Register-eligible Coweeman River Bridge, which could represent a permanent incorporation of a property protected by Section 4(f). In addition, a separate single-track rail bridge would be constructed adjacent to the existing Coweeman River Bridge. FRA and WSDOT determined that these new features and the second span would not result in an adverse effect to the historic property and sought DAHP's review of and concurrence with that finding. DAHP reviewed the proposed additions to the bridge, and provided concurrence with FRA's finding of no adverse effect (April 17, 2014 and August 20, 2013). Based on this finding and DAHP's concurrence, FRA finds that the Task 6 project would have a *de minimis* impact on the Coweeman River Bridge.

The Section 4(f) *de minimis* Impact Analysis is included in Appendix A. A copy of the Port's concurrence letter is included in Appendix D.

4.13 Socioeconomics and Environmental Justice

Neither Task 5 nor Task 6 would result in significant socioeconomic impacts or disproportionate adverse effects to environmental justice communities. Task 5 and Task 6 projects would have the same temporary and minor effects on socioeconomic resources. Any short-term effects on employment, income, and local expenditures; neighborhoods and businesses adjacent to the rail line; public services; and community connectivity and cohesion would be temporary and minor. Such effects could include temporary construction noise adjacent to residences, businesses, and recreational areas within the vicinity of the projects. This may also affect environmental justice populations; however, no disproportionately high or adverse effect on environmental justice populations would result.

The two passenger rail improvement projects are not anticipated to result in long-term effects on local businesses, economic conditions, or public services, and would not cause a direct change in the demographics, land use patterns, neighborhoods, or other related community characteristics. Both the Task 5 and Task 6 project improvements are within existing railroad right-of-way; therefore, most community cohesion factors such as transportation would experience only minor effects that are not anticipated to contribute to changes in such cohesion.

The Task 5 and Task 6 projects have been evaluated pursuant to the requirements of Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, and USDOT Order 5610.2(a). FRA finds that neither the Task 5 nor the Task 6 Build Alternative would result in effects to socioeconomic conditions or disproportionate effects to environmental justice communities. There would be no change to existing barriers to access or use by elderly persons and persons with handicaps.

4.14 Aesthetics

Neither Task 5 nor Task 6 would result in significant aesthetic impacts. Short-term effects on visual resources, including the Louis Rasmussen Day Use Park, in both the Task 5 and Task 6 study areas would be minor and temporary. The overall long-term effects on the visual environment from the introduction of these improvements would also be minor. FRA finds that there would be no significant long-term impacts to the visual setting of the Project area due to the Project's location adjacent to the existing mainline track and the general land use setting.

4.15 Transportation

Neither Task 5 nor Task 6 would result in significant transportation impacts. Short-term effects on transportation would be anticipated during construction of both the Task 5 and Task 6 projects, due to the movements of construction vehicles bringing materials through the study area. Construction materials would likely be brought to the Task 5 and Task 6 areas by truck, with individual movements occurring daily over a 12-hour period. Any resulting traffic delays or queues at intersections and railroad crossings would be negligible.

For Task 5, a temporary reduction in passenger or freight speed would occur during construction of the culvert replacement at unnamed tributary 3 in the area between the BNSF right of way and an outfall in the Columbia River, via the Louis Rasmussen Day Use Park. The reduction in speed would not result in effects on freight or passenger train schedules. Temporary closure of Hendrickson Drive and parking areas in the Park would occur for approximately 2 weeks; however, access would be maintained along Hendrickson Drive for emergency vehicles. Alternative routes to the Port of Kalama and the Louis Rasmussen Day Use Park are available both north and south of the construction site. A traffic control plan, notification, and signage which will be developed in consultation with the officials with jurisdiction over the Park, would be implemented during construction to minimize effects to adjacent property owners, businesses, and park users. These minimization measures are further discussed in Appendix A.

The long-term effects of Tasks 5 and 6 would be beneficial, as the addition of the third main line track and installation of higher speed turnouts for each project would improve the operations and flow of passenger trains. The additional passenger service through each study area would increase the number of short-term roadway blockages by the additional four passenger trains crossing throughout the day as compared to the No Build Alternative. However, FRA finds that the effects of the Task 5 and Task 6 Build alternatives on transportation would be minimal, while passenger rail service would be improved.

4.16 Public Services, Utilities, and Safety

Neither the Task 5 nor the Task 6 project would result in short- or long-term effects on utilities or public services because no change in use or demand is anticipated. Utility conflicts within the right-of-way would require relocation, deepening, or hardening of utility lines, where appropriate. This could result in temporary disruptions in service; however, effects would be minimized by adhering to minimization measures and BMPs (see Appendix B). No short- or long-term effects on public or worker safety are anticipated.

FRA finds that the Task 5 and Task 6 Build Alternatives would not result in significant impacts to public health, utilities, or safety.

5.0 INDIRECT EFFECTS

Neither the Task 5 project nor the Task 6 project is likely to directly or indirectly affect growth or land use patterns. Growth and development in each study area would occur as forecasted and planned by each

jurisdiction regardless of project implementation. FRA does not anticipate any significant indirect effects to any of the resource areas analyzed in the EA.

6.0 CUMULATIVE EFFECTS

As described in the effects analysis in the EA, the Build Alternative for both Tasks 5 and 6 would have no direct or indirect effects on geology and soils, hazardous materials, land use and recreation, socioeconomics, or public services. Therefore, FRA and WSDOT determined that the Task 5 and Task 6 projects would not contribute to a cumulative effect on these resources.

FRA and WSDOT considered the potential for cumulative effects resulting from the project for resources where minor effects may occur. When considered with past, present, and reasonably foreseeable future actions, the Task 5 and Task 6 Build Alternatives would not be expected to contribute to a significant adverse cumulative effect on any resources. The Build Alternatives, with the implementation of mitigation or minimization measures specified in Appendix B, would not contribute to a cumulative effect on water resources, ecological resources or threatened or endangered species, aesthetics, cultural resources, Section 4(f) resources, or utilities. As with any new construction, there would be additional energy expended as a result of the project that would contribute to the cumulative impact on energy and greenhouse gas emissions; however, the projects would not contribute substantially to the advancement of potential climate change.

The project would provide some beneficial cumulative impacts on transportation resources and air quality. For example, the proposed improved operability of freight and passenger rail service by the construction of Tasks 5 and 6 may provide a slight overall benefit to air quality. Air quality benefits are also expected as travelers use the faster and more reliable Amtrak service instead of travelling by automobile. Improved separation of existing freight train movements from passenger rail train service will create a net positive cumulative effect of improving the reliability, speed, and dependability of passenger rail service in this segment of the Pacific Northwest rail corridor, which is a purpose of the proposed action.

With regulatory oversight provided through the USACE permitting activities, cumulative wetland losses due to present and future actions would be offset through mitigation requirements. Therefore, the Build Alternatives would not contribute to an adverse cumulative effect on wetlands.

FRA finds that the project would not result in any significant adverse cumulative impacts to any of the resources analyzed in the EA.

7.0 PUBLIC INVOLVEMENT

Opportunities for public involvement on the project began with the scoping process and other outreach efforts that took place in spring 2013. Materials provided at public meetings and briefings included electronic PowerPoint presentations, project maps, photos, fact sheets, and illustrated project timelines. FRA and WSDOT's efforts for the EA included outreach to stakeholders along the project corridor. WSDOT maintains a project website for the Task 5 project at <http://www.wsdot.wa.gov/projects/rail/kelsonewsiding/> and the Task 6 project at <http://www.wsdot.wa.gov/projects/rail/kelsolongviewjct/>.

FRA and WSDOT made the EA available for public review on August 28, 2014 for a period of 30 calendar days. A total of 115 comments on the EA were received from individuals or agencies, including comments from three federal agencies, two state agencies, one regional agency, and two local agencies. The comments and responses to them are included in Appendix C.

8.0 ENVIRONMENTAL COMMITMENTS

As part of its environmental review, FRA identified certain environmental commitments, minimization measures, and BMPs as the practicable means to avoid or minimize effects from the implementation of Task 5 and Task 6. These measures are listed in Appendix B. Because Task 5 and Task 6 are funded through a Cooperative Agreement between FRA and WSDOT, WSDOT is responsible for ensuring that all environmental commitments are fully implemented. As part of its oversight role, FRA will conduct monitoring during WSDOT's implementation of Task 5 and Task 6 to ensure these requirements are met.

9.0 CONCLUSION

As described in the EA and further in this FONSI, the Task 5 and Task 6 projects would each improve reliability, enhance efficiency, and enhance frequency of HSIPR service along the PNWRC through Kalama and Kelso, Washington. The current track configuration results in congestion and ultimately in service delays that adversely affect passenger train scheduling and reliability. The Task 5 and Task 6 projects would address these operational constraints and relieve passenger-freight rail congestion, especially along the two existing main line tracks at the Ports of Kalama and Longview, which are used by both intercity passenger and freight rail operations.

The FRA finds that the EA for the Kelso-Martin's Bluff Task 5 and Task 6 Improvement Projects satisfies the requirements of FRA's NEPA "Procedures for Considering Environmental Impacts" (64 FR 28545, May 26, 1999) and NEPA (42 USC §4321) and that the projects would have no foreseeable significant impact on the quality of the human or natural environment after implementation of the mitigation commitments identified in Appendix B of this FONSI. As the project sponsor, WSDOT is responsible for ensuring all environmental commitments identified in Appendix B are fully implemented. The EA provides sufficient evidence and analysis for FRA to determine that an environmental impact statement is not required for the project as presented.


Sarah Feinberg, Acting Administrator
Federal Railroad Administration

4/10/2015
Date

FRA Contact:

Laura Shick
Environmental Protection Specialist
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590
(202) 366-0340

List of Preparers:

Chris Regan, WSDOT
Leandra Cleveland, HDR Engineering, Inc.
Ronalee Spellecacy, HDR Engineering, Inc.
Adam Teepe, HDR Engineering, Inc.

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Appendix A: Section 4(f) *de minimis* Impact Analysis

Kelso-Martin's Bluff Improvement Projects

Task 5: New Siding

Task 6: Kelso to Longview Junction

Cowlitz County, Washington

Under Section 4(f) of the Department of Transportation Act of 1966 (49 USC §303), the Federal Railroad Administration (FRA) may not approve the use of land from a significant publicly-owned public park, recreation area or wildlife and waterfowl refuge, or any significant historic site unless a determination is made that:⁷

- (i) There is no feasible and prudent alternative to the use of the land from the property; and
- (ii) The action includes all possible planning to minimize harm to the property resulting from such use, or
- (iii) The Section 4(f) use is *de minimis*.

FRA may determine an impact to park, recreation area, or wildlife and waterfowl refuge is *de minimis* if:

- (i) The transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f);
- (ii) The officials with jurisdiction over the property are informed of FRA's intent to make the *de minimis* impact finding based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f); and
- (iii) The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource.

FRA may determine an impact to an historic site is *de minimis* if:

- FRA makes either a "no historic properties affected" or "no adverse effect" determination in accordance with Section 106 of the National Historic Preservation Act.
- The State Historic Preservation Officer (SHPO),⁸ Tribal Historic Preservation Officer (THPO), as applicable and the Advisory Council on Historic Preservation (ACHP), if participating,⁹ are notified of the intent to make a *de minimis* impact finding based on their written concurrence in the Section 106 determination, and
- The views of any consulting parties participating in the Section 106 process have been considered.

⁷ A "use" under Section 4(f) can result from permanent incorporation, temporary occupancy, or proximity impacts that substantially impair the activities, features, or attributes that qualify the property for protection (i.e. constructive use).

⁸ In Washington State, the SHPO office is referred to as the Department of Archaeology and Historic Preservation (DAHP).

⁹ ACHP did not participate in the review of the Kelso Martin's Bluff Tasks 5 and 6.

Once it is determined that a transportation use of Section 4(f) property results in a *de minimis* impact, analysis of avoidance alternatives is not required, and the Section 4(f) process is complete.

Task 5 - Louis Rasmussen Day Use Park

The Louis Rasmussen Day Use Park (Park) is owned and operated as a recreational facility by the Port of Kalama, in Kalama, Washington. The Park provides several different public recreational opportunities, including a playground; basketball, volleyball, and tennis courts; horseshoe pits; and picnic areas. The beach is immediately accessible, and is used by anglers and beach walkers. All of these resources are adjacent and west of the project area, operated by the Port of Kalama, and are open to the public. There is Park parking provided between Hendrickson Drive and the BNSF right-of-way, to the east.

Proposed Project

As an element of Task 5, an existing culvert at unnamed tributary 3 (MP 108.19) that connects waters from the east side of the BNSF right of way to the Columbia River would be replaced with two, 60-inch culverts that would pass beneath the track bed within the railroad right-of-way. West of the BNSF right-of-way, a three-sided bottomless box culvert would be installed beneath Hendrickson Drive and the parking lot within Louis Rasmussen Day Use Park. There would be an outfall at the beach, where the box culvert would transition to a natural stream channel flowing across the beach use area of the Park. At the culvert outfall, a gate would be installed to prevent access into the culvert. The culvert replacement is intended to significantly improve fish passability.

Potential Impacts to Louis Rasmussen Day Use Park

The construction of the replacement culverts at unnamed tributary 3 would have temporary effects during the construction period. Parking and access in the immediate area of the culvert installation would be temporarily closed; however, there is adequate parking nearby in the Park and alternate means of access will be provided as part of project construction. There would be a temporary effect on the aesthetics of the park, during construction as well as temporary effects from construction noise. Fishing, walking, and access to the beach in close proximity to the culvert replacement would also be restricted during the construction period. However, these users and activities can be accommodated elsewhere within the Park until the culvert construction work is complete and full access is restored.

The Queen of the West sternwheeler uses the beach in a more southerly portion of the Park for passengers to disembark for a bus tour and day trip to Mount St. Helens. Construction activities would be approximately 800 feet north of where passengers disembark. Therefore, construction of the unnamed tributary 3 culvert replacement would not be anticipated to affect boat landings. Bus loading and unloading would also be unaffected by construction as buses utilize a parking area south of the project area, which would not be affected during construction.

Replacement of the unnamed tributary 3 culvert would include a jack and bore pit and trenching to install the proposed culverts beneath the rail line, Hendrickson Drive, and parking lot; these activities would occur to a depth of 25 feet below ground surface and would therefore likely encounter native soils. The construction of the box culvert outfall and natural stream channel along the beach area would require shallow excavation that would also encounter native soils. Pre-construction geoarchaeological testing conducted by WSDOT in December 2014 did not encounter any archaeological resources. However, WSDOT will provide archaeological monitoring during construction activities exceeding depths of 15 feet below surface and an Inadvertent Discovery Plan will be developed, in consultation with DAHP, to establish procedures for addressing the unanticipated discovery of archaeological resources during

construction activities for the culvert replacement.

In addition, to minimize disruption and to protect park visitors, the Port of Kalama has requested specific conditions which will be implemented by BNSF and WSDOT during project design and construction:

- Construction Access – A route on Hendrickson Drive capable of supporting emergency services will be maintained at all times during construction. This condition will be imposed for all construction related activities, and included in all appropriate contracting documents.
- Construction Timing – WSDOT and BNSF Railway will coordinate construction timing with the Port to avoid impacts to recreation use. A tentative schedule has been discussed with the Port and will be refined prior to construction.
- Maintenance – A future maintenance agreement between BNSF Railway and the Port will be secured prior to constructing the UT3 culvert.
- Design – Prior to proceeding with final design, WSDOT and BNSF Railway will provide the design and review with the Port to ensure park resources and visitor safety are addressed with the culvert design. In general, the culvert will be constructed, and following construction the area will be restored, in a manner that conforms to the Port's Louis Rasmussen Day Use Park Master Plan.
- Construction – The culvert outfall and natural stream conveyance will be constructed to ensure the safety of park visitors.
- Construction – WSDOT will oversee the construction and use WSDOT's construction BMPs to control dust, noise, etc.

Task 6 – Coweeman River Bridge

The Task 6 project would include the construction of a new single-track rail bridge adjacent to the National Register-Eligible Coweeman River Bridge, and the addition of a new walkway, handrails, and lighting to the existing. FRA determined that these projects could represent a permanent incorporation of a property protected by Section 4(f), but further determined that these new features would not result in an adverse effect to the historic property and referred that finding to the Washington Department of Archaeology and Historic Preservation (DAHP) for their review and concurrence. DAHP reviewed the proposed new bridge and the proposed additions to the bridge, and provided FRA with letters concurring with FRA's findings of no adverse effect (letters dated, August 20, 2013 and April 17, 2014, respectively).

Opportunity for Public Review

FRA's analysis of the potential *de minimis* impacts to the Coweeman River Bridge and Louis Rasmussen Day Use Park was included in the EA. The EA was published for a 30 day public review and comment on August 28, 2014. FRA did not receive any public comments related to FRA's Section 4(f) *de minimis* impact analysis for these two properties.

Finding of *de minimis* Impact

FRA finds that the Task 5 Project will not substantially impair the activities, features, and attributes that qualify the Louis Rasmussen Day Use Park for protection under Section 4(f). The majority of the impacts associated with the Project will be temporary and will occur during construction and the public's use and enjoyment of the activities provided by the resource would not be substantially affected. In addition, the proposed Project includes plans for avoiding impacts to potential archaeological resources, transportation access to the Park, parking, and replacement of any Park facilities that are damaged as a result of the

construction activities. These measures were identified through consultation with the Port of Kalama, which has jurisdiction over the resource and provided its written concurrence with FRA's analysis of impacts described above, by execution of a concurrence letter dated December 9, 2014. As a result, FRA finds that Task 5 will result in *de minimis* impacts to the Louis Rasmussen Day Use Park.

For the Task 6 project, at the Coweeman River Bridge it is noted that designs for the Coweeman River bridge modification and the second single-track rail bridge will not permanently affect the activities, features and attributes that qualify the Coweeman River Bridge for protection under Section 4(f). This determination is supported by consultation with DAHP. Base on FRA's analysis of the impacts, and written concurrence by DAHP, FRA finds that the Task 6 project would have a *de minimis* impact on the Coweeman River Bridge.

APPENDIX B: Environmental Commitments, Minimizations, and Best Management Practices for Task 5 and Task 6

The environmental commitments, BMPs, and minimization measures listed in the table below include practices, techniques, methods, processes, and activities commonly accepted and used throughout the construction and railroad industries that would be implemented as part of the Task 5 and Task 6 projects to facilitate compliance with applicable requirements and that provide an effective and practicable means of preventing or minimizing the environmental effects of an action. Also included are additional commitments that FRA identified through the environmental review process and in consultation with other state and Federal resource agencies (e.g. Washington State Department of Archaeology and Historic Preservation and the U.S. Fish and Wildlife Service). WSDOT is responsible for implementing all measures identified in this Appendix B.

Appendix C: Environmental Assessment Comments and Responses

Appendix D: Resource Agency Consultation