

## **Federal Railroad Administration (FRA) CATEGORICAL EXCLUSION WORKSHEET**

**Note:** The purpose of this worksheet is to assist proposal sponsors in gathering and organizing materials for environmental analysis required under the National Environmental Policy Act (NEPA), particularly for proposals, which may qualify as Categorical Exclusions and to assist the FRA in evaluating requests from project sponsors for categorical exclusion determinations. Categorical Exclusions are categories of actions (i.e. types of projects) that the FRA has determined, based on its experience, typically do not individually or cumulatively have a significant effect on the human environment and which generally do not require the preparation of either an environmental impact statement or an environmental assessment.

Submission of the worksheet by itself does not meet NEPA requirements. FRA must concur in writing with the proposal sponsor's Categorical Exclusion recommendation for NEPA requirements to be met. Please complete this worksheet using compatible word processing software and submit and transmit the completed form in electronic format.

<i>For Agency Use</i>	<i>Date Received:</i>
<i>Reviewed By:</i> <i>Date:</i>	<i>Recommendation for action:</i> <input type="checkbox"/> <i>Accept</i> <input type="checkbox"/> <i>Return for Revisions</i> <input type="checkbox"/> <i>Not Eligible</i>
<i>Comments:</i>	
<i>Concurrence by Counsel:</i> <input type="checkbox"/> <i>Accept Recommendation</i> <input type="checkbox"/> <i>Return with Comments</i>	<i>Reviewed By:</i> <i>Date:</i>
<i>Comments:</i>	
<i>Concurrence by Approving Official:</i>	<i>Date:</i>

**I. PROPOSAL DESCRIPTION**

<b>Proposal Sponsor</b> Port of Whitman County	<b>Date Submitted</b>	<b>FRA Identification Number (if any)</b>
<b>Proposal Title</b> P&L Shortline Railroad Upgrade		
<b>Location (Include Street Address, City or Township, County, and State)</b> P&L branch of the PCC Rail line rail milepost 0.0 Marshall, WA (47.56355°, 117.49500°) in Spokane County to milepost 30.2 near Oakesdale, WA (47.19528°, 117.34044°) in Whitman County		
<b>Contact Person</b> Joseph Poire, Executive Director	<b>Phone</b> 509-397-3791	<b>E-mail Address</b> joepoire@stjohncable.com
<b>Note:</b> Fully describe the proposal including specifics that may be of environmental concern such as: widening an embankment to stabilize roadbed; repairing or replacing bridge piers foundations, including adding rip-rap in a waterway; earthwork and altering natural (existing) drainage patterns and creating new water discharge; contaminated water needing treatment; building a new or adding on to a shop building; fueling or collection of fuel or oil and contaminated water; building or extending a siding; and building or adding on to a yard.		

**Description of Proposal**

The Port of Whitman County (Port) proposes to upgrade the existing P&L Shortline to accommodate 286K rail cars. The rail line improvements span an approximate 30-mile stretch of existing track in Eastern Washington. The Port proposes to use TIGER III grant funding to:

- replace defective ties (24% of existing ties--approximately 22,000 ties); perform maintenance on all rail joints; add ballast, and perform surfacing and lining of track (surfacing and lining is the act of adjusting the horizontal and vertical geometry of the track to bring it into accordance with FRA track classifications for the desired maximum train speed);
- rehabilitate/upgrade identified railroad bridges along the track;
- perform maintenance type activities to include ditching and seeding along the existing track

**Purpose and Need of Proposal**

The purpose of this proposal is to secure the long-term viability of the P&L Shortline railroad owned by the State of Washington. The project is needed to because existing rail line is generating less than 50% of the revenue needed to keep it in repair and viable. Currently, the shortline is mostly being used as railcar storage in order to produce income to compensate for the shortfall.

This project will enable the rail line to handle more capacity and heavier loads. The rail line will be ready to support increased rail volume as the local businesses grow providing a long-term solution for maintaining the State's asset, putting additional money in the farmers' pockets, reducing truck traffic, and enabling businesses to meet the demands of export markets in a more timely manner

**II. NEPA CLASS OF ACTION**

*Answer the following questions to determine the proposal's potential class of action.*

**A. Will the proposal substantially impact the natural, social and / or human environment?**

- YES (Contact FRA)  NO (Continue)

*Actions that will significantly impact the environment require preparation of an Environmental Impact Statement. These proposals typically include construction or extension of rail lines or rail facilities including passenger, high speed, or freight rail activities.*

**B. Is the significance of the proposal's social, economic or environmental impacts unknown?**

- YES (Contact FRA)  NO (Continue)

**C. Does Section 4(f) of the Department of Transportation Act apply? (i.e. proposal requires the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance, as determined by the Federal, State, or local officials having jurisdiction over the park, area, refuge, or site.)**

- YES (Contact FRA)  NO (Continue)

**D. Is the proposal likely to require detailed evaluation of more than a few potential impacts?**

- YES (Contact FRA)  NO (Continue)

**E. Is the proposal likely to generate intense public discussion or concern, even though it may be limited to a relatively small subset of the community?**

- YES (Contact FRA)  NO (Continue)

**F. Is the proposal inconsistent with any Federal, State, or local law, regulation, ordinance, or Judicial or administrative determination relating to environmental protection?**

- YES (Contact FRA)  NO (Continue)

**G. Is the proposal an integral part of a program of current Federally supported actions which, when considered separately, would not be classified as major actions, but when considered together may result in substantial impacts?**

- YES (Contact FRA)  NO (Continue)

*If the answer to any of the questions B through G is "YES", contact the FRA to determine whether the proposal requires preparation of an Environmental Assessment.*

**H. Is the proposal consistent with one of the following potential Categorical Exclusions?**

FRA Procedures for Considering Environmental Impacts, 64 FR 28545 (May 26, 1999)

- YES (Mark category and continue as indicated)  NO (Contact FRA)

- Financial assistance or procurements solely for planning or design activities that do not commit the FRA or its applicants to a particular course of action affecting the environment. (*stop and submit to FRA*)
- State rail assistance grants for acquisition. (*Continue to Part III*)
- Operating assistance to a railroad to continue existing service or to increase service to meet demand, where the assistance will not result in a change in the effect on the environment. (*stop and submit to FRA*)
- Acquisition of existing railroad equipment, track and bridge structures, electrification, communication, signaling or security facilities, stations, maintenance of way and maintenance of equipment bases, and other existing railroad facilities or the right to use such facilities, for the purpose of conducting operations of a nature and at a level of use similar to those presently or previously existing on the subject properties. (*Complete Part III, Sections H, I, U, & V and submit to FRA*)
- Research, development and/or demonstration of advances in signal, communication and/or train control systems on existing rail lines provided that such research, development and/or demonstrations do not require the acquisition of substantial amounts of right-of-way, and do not substantially alter the traffic density [or operational] characteristics of the existing rail line. (*Continue to Part III*)
- Temporary replacement of an essential rail facility if repairs are commenced immediately after the occurrence of a natural disaster or catastrophic failure. (*Continue to Part III*)
- Changes in plans for a proposal for which an environmental document has been prepared, where the changes would not alter the environmental impacts of the action. (*Continue to Part III describing the full consequences of the changes only*)
- Maintenance of: existing railroad equipment; track and bridge structures; electrification, communication, signaling, or security facilities; stations; maintenance-of-way and maintenance-of-equipment bases; and other existing railroad-related facilities. ("Maintenance" means work, normally provided on a periodic basis, which does not change the existing character of the facility, and may include work characterized by other terms under specific FRA programs) (*Continue to Part III*)
- Financial assistance for the construction of minor loading and unloading facilities, provided that proposals are consistent with local zoning, do not involve the acquisition of a significant amount of land, and do not significantly alter the traffic density characteristics of existing rail or highway facilities. (*Continue to Part III*)
- Minor rail line additions including construction of side tracks, passing tracks, crossovers, short connections between existing rail lines, and new tracks within existing rail yards, provided that such additions are consistent with existing zoning, do not involve acquisition of a significant amount of right of way, and do not substantially alter the traffic density characteristics of the existing rail lines or rail facilities. (*Continue to Part III*)
- Improvements to existing facilities to service, inspect, or maintain rail passenger equipment, including expansion of existing buildings, the construction of new buildings and outdoor facilities, and the reconfiguration of yard tracks. (*Continue to Part III*)
- Environmental remediation through improvements to existing and former railroad track, infrastructure,

stations and facilities, for the purpose of preventing or correcting environmental pollution of soil, air or water.  
(Continue to Part III)

- Replacement, reconstruction, or rehabilitation of an existing railroad bridge, including replacement with a culvert, that does not require the acquisition of a significant amount of right-of-way. (Continue to Part III)

### III. **PROPOSAL INFORMATION FOR CATEGORICAL EXCLUSIONS**

Complete Part III unless indicated otherwise in Part II and submit to FRA.

For work to fixed facilities, maps displaying the following, as applicable, are required to be attached for FRA review:

- Proposal vicinity
- Proposal Site Plan indicating the USGS Quadrangle and Section
- Other Information as necessary to complete Part III

#### A. **Describe how the proposal satisfies the purpose and need identified in Part I:**

Upgrading P&L Shortline Railroad supports the purpose and need by improving the state owned portion of the track resulting in a more efficient mode of transportation for agricultural commodities, reduced transportation costs, reduced wear on state and local roads, and less fuel consumption. In addition, the project supports the following positive economic impacts to the state and region: new long term jobs, higher income for area farmers, development of storage and transportation facilities along the line, construction of a shuttle train loader facility, and direct jobs resulting from the project construction.

Incorporating the proposed improvements to the existing rail line will secure the long-term viability of the shortline railroad owned by the State of Washington. The proposed work activities will enable the rail line to handle more capacity and heavier loads. The rail line will be ready to support increased rail volume as the local businesses grow providing a long-term solution for maintaining the State's asset, putting additional money in the farmers' pockets, reducing truck traffic, and enabling businesses to meet the demands of export markets in a more timely manner

With these track improvements, Co-Ag, one of three grain companies with access to loading grain by rail on the P&L Shortline, will be able to move forward with confidence on constructing a \$16 million shuttle train loader facility and loop track in the McCoy siding area. The facility and loop track will have the capability of loading 110 car shuttle trains in less than 15 hours, per BNSF specifications. The facility will also be able to unload railcars that are being used to transfer grain from all other rail facilities on the P&L shortline.

- B. Location & Land Use:** *For fixed facilities, attach a map or diagram, at an appropriate scale, identifying the location of the proposal site and if applicable, the surrounding land uses and zoning of the site and surrounding properties. If the proposal would require many pages of maps or diagrams, include only a location map and contact FRA to determine if additional information is required. A map or diagram that identifies locations of critical resource areas, wetlands, potential historic sites, or sensitive noise receptors such as schools, hospitals, and residences should be included if there is the potential for impacts to these resources.*

*Briefly describe the existing land use of the proposal site and surrounding properties and resources.*

The rail line was built in the late 1880s. The P&L Shortline runs in a southeasterly direction and extends from Marshall, WA through the communities of Spangle and Rosalia ending near Oakesdale WA. The location of the line is considered rural with varying land use that

includes residential within the city limits, commercial, industrial, and agricultural. All track upgrade and maintenance work will occur within the existing right of way and will not impact adjacent land use.

- C. Historic Resources:** *If any cultural, historic, or archaeological resources are located in the immediate vicinity of the proposal, check and describe the resource(s) and then describe any potential effect of the proposal on the resource(s). Consultation with the SHPO is necessary when these resources are potentially affected.*

Cultural:

Historical:

Archaeological:

*Has consultation with the State Historic Preservation Officer occurred? If so, describe and attach relevant correspondence.*

Consultation with SHPO:

- D. Public Notification:** *Briefly describe any public outreach efforts undertaken on behalf of the proposal, if any. Indicate opportunities the public has had to comment on the proposal (e.g., Board meetings, open houses, special hearings).*

This proposal has been discussed in the Port of Whitman County public meetings on: 8/4, 8/18, 9/1, 9/15, and 10/6 2011.

The Whitman County Gazette published the following articles related to this proposal:

8-18-11 "County's railroad proposals stalled by state budget woes"

8-25-11 "Port will seek grant to fix rail link to Co-ag Train Loader"

10-13-11 "Train grant request tuned to improve funding change"

*Indicate prominent concerns expressed by agencies or the public regarding the proposal, if any.*

No concerns have been expressed by the public or agencies with jurisdiction.

- E. Transportation:** *Would the proposal have a detrimental effect on other railway operations or impact road traffic, or increase demand for parking?*

No (continue)  Yes, describe potential transportation, traffic, and parking impacts, and address capacity constraints and potential impacts to existing railroad and highway operations. Include maps or diagrams indicating any impacts and any proposed modifications to existing railways or roadways or parking facilities. Also, summarize any consultation that has occurred with other railroads or highway authorities whose operations this project will impact.

**F. Noise and Vibration:** *Are permanent noise or vibration impacts likely?*  
 No (continue)     Yes, describe how the proposal will involve noise impacts. If the proposal will result in a change in noise sources (number or speed of trains, stationary sources, etc.) and sensitive receptors (residences, hospitals, schools, parks, etc.) are present, apply screening distances for noise and vibration assessment found in FRA noise impact assessment guidance manual (and FTA's manual as needed) and compare proposal location with nearest receptor(s). If the screening distance is not achieved, attach a "General Noise and/or Vibration Assessment."

Noise       Vibration

*As a result of the general assessment(s) are there noise or vibration impacts?*

No (continue)       Yes (Describe and provide map identifying sensitive receptors):

**G. Air Quality:** *Does the proposal have the potential to increase concentrations of ambient criteria pollutants to levels that exceed the NAAQS, lead to the establishment of a new non-attainment area, or delay achievement of attainment?*

No (continue)     Yes, attach an emissions analysis for General Conformity regarding Carbon Monoxide (CO), Ozone (O<sub>3</sub>), Particulate Matter (PM<sub>10</sub>), Nitrous Oxides (NO<sub>x</sub>), and Carbon Dioxide (CO<sub>2</sub>), and include a hot spot analysis if indicated. Describe any substantial impacts from the proposal.

*Is the proposal located in a Non-Attainment or Maintenance area?*

No (continue)     Yes, for which of the following pollutants:

Carbon Monoxide (CO)     Ozone (O<sub>3</sub>)     Particulate Matter (PM<sub>10</sub>)

**H. Hazardous Materials:** *Does the proposal involve the use or handling of hazardous materials?*

No (continue)     Yes, describe use and measures that will mitigate any potential for release and contamination.

**I. Hazardous Waste:** *If the proposal site is in a developed area or was previously developed or used for industrial or agricultural production, is it likely that hazardous materials will be encountered by undertaking the proposal? (Prior to acquiring land or a facility with FRA funds, FRA must be consulted regarding the potential presence of hazardous materials)*

No, explain why not and describe the steps taken to determine that hazardous materials are not present on the proposal site and then continue to question I.

Existing track materials removed from the rail line that are not suitable for reuse or recycling will be taken to a permitted landfill. No fill material in the track subgrade will be excavated or disturbed as part of the track upgrade and maintenance work.

Yes, complete a Phase I site assessment and attach.

*If a Phase I survey was completed, is a Phase II site assessment recommended?*

No (continue)     Yes, describe the mitigation and clean-up measures that will be taken to remediate any hazardous materials present and what steps will be taken to ensure that the local community is protected from contamination during construction and operation of the proposal.

**J. Property Acquisition:** *Is property acquisition needed for the proposal?*

No (continue)     Yes, indicate whether the acquisition will result in relocation of businesses or individuals. **Note:** *To ensure eligibility for Federal participation, grantees may not acquire property with either local matching or Federal funds prior to completing the NEPA process and receiving written FRA*

*concurrence in both the NEPA recommendation and property appraisals.*

No easements, right of way expansion, or displacements are required as a part of the proposal.

**K. Community Disruption and Environmental Justice:** *Does the proposal present potentially disruptive impacts to adjacent communities?*

No (continue)  Yes, provide a socio-economic profile of the affected community. Indicate whether the proposal will have a disproportionately high and adverse effect on minority or low-income populations. Describe any potential adverse effects and any community resources likely to be impacted. Describe outreach efforts targeted specifically at minority or low-income populations.

The project will maintain the long-term viability of the P&L Shortline as a transportation service. No environmental justice impacts are anticipated to result from the proposal.

**L. Impacts On Wetlands:** *Does the proposal temporarily or permanently impact wetlands or require alterations to streams or waterways?*

No (continue)  Yes, show wetlands and waters on the site map and classification. Describe the proposal's potential impact to on-site and adjacent wetlands and waters and attach any coordination with the State and US Army Corps of Engineers.

Wetlands may be located along the rail line in areas adjacent to sections of track that will be upgraded, but no fill will be placed within any wetlands or wetland buffer during construction. All maintenance activities that may incur temporary impacts to wetlands are allowed by Whitman and Spokaned Counties under their exempted maintenance activity lists.

**M. Floodplain Impacts:** *Is the proposal located within the 100-year floodplain or are regulated floodways affected?*

No (continue)  Yes, describe the potential for impacts due to changes in floodplain capacity or water flow, if any. If impacts are likely, attach scale maps describing potential impacts and describe any coordination with regulatory entities.

The P&L Shortline crosses a number of 100-year floodplains between Marshall in Spokane County and Oaksdale in Whitman County, as identified by FEMA FIRM maps. However, as construction would be limited to the existing elevated railway prism and would not result in any additional fill, thus no removal of floodplain capacity, no impacts or changes to floodplains are anticipated to result from this project.

**N. Water Quality:** *Are protected waters of special quality or concern, essential fish habitats, or protected drinking water resources present at or directly adjacent to the proposal site?*

No (continue)  Yes, describe water resource and the potential for impact from the proposal, and any coordination with regulatory entities.

The P&L Shortline is within the Spokane Valley Rathdrum Prairie Sole Source Aquifer from Marshall to about 3.5 miles south of Spangle (~ rail milepost 15.0), however project activities are limited to the existing railway prism with minimal soil disturbance thereby no impacts to the groundwater are anticipated.

No filling or grading will occur in any waters or wetlands and the amount of soil disturbance will be minimal. Appropriate BMPs will be implemented to control erosion during and after construction, and to avoid impacts to water quality.

No impervious surface (i.e., pollutant generating surface) will be added and no additional water quality treatment is needed.

**O. Navigable Waterways:** *Does the proposal cross or have effect on a navigable waterway?*

No (continue)  Yes, describe potential for impact and any coordination with US Coast Guard.

**P. Coastal Zones: *Is the proposal in a designated coastal zone?***

No (continue)  Yes, describe coordination with the State regarding consistency with the coastal zone management plan and attach the State finding if available.

**Q. Prime and Unique Farmlands: *Does the proposal involve the use of any prime or unique farmlands?***

No (continue)  Yes, describe potential for impact and any coordination with the Soil Conservation Service of the US Department of Agriculture.

The P&L Shortline is located in an area of Washington that has been used for agricultural purposes for nearly 100 years. It is an integral part of the continuing vitality of the region. Although, many of the wheat fields encroach up to the railroad ROW, all work will be within the existing rail ROW and not considered unique farmland.

**R. Ecologically Sensitive Areas And Endangered Species: *Are any ecologically sensitive natural areas, designated wildlife or waterfowl refuges, or designated critical habitat areas (woodlands, prairies, wetlands, rivers, lakes, streams, and geological formations determined to be essential for the survival of a threatened or endangered species) within or directly adjacent to the proposal site?***

No (continue)  Yes, describe them and the potential for impact. Describe any consultation with the State and the US Fish and Wildlife Service about the impacts to these natural areas and on threatened and endangered fauna and flora that may be affected. If required prepare a biological assessment and attach.

Washington State Dept. of Transportation performed a Biological Analysis and effect determination in the fall of 2008 for the activities associated with this proposal as well as other proposed rail line maintenance activities within the region.

The analysis determined that the maintenance activities would have no effect on any ESA threatened or endangered species or their critical habitat. The proposed project limits occurs over numerous aquatic features ranging from irrigation ditches to intermittent washes & drainages to the Palouse River. Due the nature of the region, most waterways are seasonal washes that deliver sediment-laden runoff only during snowmelt and rainfall in the spring.

Most of the work will occur upon ballast material of the existing railroad fill prism. The prism is highly disturbed due to train traffic, maintenance of railroad infrastructure, and herbicide treatment. Accordingly, vegetation at the fill prism toe of slope is mainly absent or is dominated by weed species that are adaptable to the disturbance regime.

Wetlands may be located along the rail line in areas adjacent to sections of track that will be upgraded, but construction would be limited to the existing subgrade prism and would not result in any additional fill that would impact wetlands.

**S. Safety And Security: *Are there safety or security concerns about the proposal?***

No (continue)  Yes, describe the safety or security concerns and the measures that would need to be taken to provide for the safe and secure operation of the proposal after its construction.

- T. Construction Impacts:** *Are major construction period impacts likely?*  
 No (continue)     Yes, describe the construction plan and identify impacts due to construction noise, utility disruption, debris and spoil disposal, and address air and water quality impacts, safety and security issues, and disruptions of traffic and access to property and attach scale maps as necessary.

Construction activities in any single location are expected to be temporary and would not result in major construction period impacts.

- U. Cumulative Impacts:** *Are cumulative impacts likely?*  
 A "cumulative impact" is the impact on the environment that results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts may include ecological (such as the effects on natural resources and on the components, structures, and functioning of affected ecosystems), aesthetic, historic, cultural, economic, social, or health, whether direct, indirect, or resulting from smaller actions that individually have no significant impact. Determining the cumulative environmental consequences of an action requires delineating the cause-and-effect relationships between the multiple actions and the resources, ecosystems, and human communities of concern.

- No (continue)     Yes, describe the reasonably foreseeable:
- (a) Direct impacts, which are caused by the action and occur at the same time and place.
  - (b) Indirect impacts, which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect impacts may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.

- V. Related Federal, State, or Local Actions:** *Indicate whether the proposal requires any of the following actions (e.g., permits) by other Agencies and attach copies of relevant correspondence.* It is not necessary to attach voluminous permit applications if a single cover Agency transmittal will indicate that a permit has been granted. Permitting issues can be described in the relevant resource discussion in sections B-S above.

- Section 106** *Historic and Culturally Significant Properties*
- Section 401/404** *Wetlands and Water*
- USCG 404** *Navigable Waterways*
- Executive Orders** *Wetlands, Floodplains, Environmental Justice*
- Clean Air Act** *Air Quality*
- Endangered Species Act** *Threatened and Endangered Biological Resources*
- Magnuson-Stevens Fishery Conservation and Management Act** *Essential Fish Habitat*
- Safe Drinking Water Act**
- Other State or Local Requirements** (Describe) State and local permits will be attained as required by each jurisdiction: WA State Dept. of Fish and Wildlife, Spokane County, Whitman County

- X. Mitigation:** Describe mitigation measures which address identified impacts and have been incorporated into the proposal, if any.

No impacts have been identified. Any mitigation measures identified in

required permits will be followed.