

# Categorical Exclusion Determination

Bonneville Power Administration

Department of Energy



**Proposed Action:** Ross Complex Road Project

**Project Managers:** Les Lasher, NWM-1

**Location:** Clark County, Washington

**Categorical Exclusion Applied (from Subpart D, 10 C.F.R. Part 1021):** B1.32 Traffic Flow Adjustments

**Description of the Proposed Action:** BPA proposes to construct two roads within BPA's Ross Complex. The first road would provide access from NE Minnehaha Street into the complex to the site of the Maintenance Headquarters building, and would reduce conflicts with commercial and residential traffic on NE 10th Avenue. The second road would provide access in the complex's East Logistics Yard along the southern boundary of the equipment and material storage area.

The Maintenance Headquarters road would include construction of a paved 70-foot wide by 200-foot long road from NE Minnehaha Street south to an existing portion of road; a vehicle turnout along the east side of the entry road surfaced with pervious pavers; a pedestrian path adjacent to the west side of the entry road surfaced with pervious pavers; a stormwater bio-retention pond (about 4,500 square feet in area) on the west side of the pedestrian path; landscaping; and widening of NE Minnehaha Street to accommodate a turn lane for both east- and west-bound traffic. Other proposed features would include fencing, vehicle and pedestrian gates, installation of a water utility vault, and trenching for utility service.

Disturbance would result from the movement of vehicles and heavy equipment, organics/soil/debris removal, tree removal, and the addition and compaction of fill materials. The total area of land disturbance for the Maintenance Headquarters road work would be approximately 1.4 acres.

The proposed road in the East Logistics Yard would begin at the sally port entrance off NE Minnehaha Street and end at an existing road on the west side of the yard. The road would be about 1,985 feet long and 32 feet wide (paved travel surface of 24 feet) with a short connector road (about 130 feet long) to access the Storage Warehouse. Existing Stormwater facilities would be demolished with new catch basins and bio-retention cells constructed along the new road.

Disturbance in the East Logistics Yard would result from activities similar to those described for the Maintenance Headquarters road (except no tree clearing would be required). The total area of land disturbance for the East Logistics Yard would be approximately 2 acres.

**Findings:** In accordance with Section 1021.410(b) of the Department of Energy's (DOE) National Environmental Policy Act (NEPA) Regulations (57 FR 15144, Apr. 24, 1992, as amended at 61 FR 36221-36243, July 9, 1996; 61 FR 64608, Dec. 6, 1996, 76 FR 63764, Nov. 14, 2011), BPA has determined that the proposed action:

- (1) fits within a class of actions listed in Appendix B of 10 CFR 1021, Subpart D (see attached Environmental Checklist);
- (2) does not present any extraordinary circumstances that may affect the significance of the environmental effects of the proposal; and
- (3) has not been segmented to meet the definition of a categorical exclusion.

Based on these determinations, BPA finds that the proposed action is categorically excluded from further NEPA review.

/s/ Tish Eaton

Tish Eaton  
Environmental Protection Specialist

Concur:

/s/ Stacy L. Mason

Date: November 12, 2015

Stacy L. Mason  
NEPA Compliance Officer

Attachment: Environmental Checklist

# Categorical Exclusion Environmental Checklist

This checklist documents environmental considerations for the proposed project and explains why the project would not have the potential to cause significant impacts on environmentally sensitive resources and would meet other integral elements of the applied categorical exclusion.

**Proposed Action:** Ross Complex Road Project

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## Project Site Description

The Ross Complex, located within the city of Vancouver, WA, is a BPA fee-owned, industrial property managed to support transmission services. NE Minnehaha Street is a Clark County arterial. The proposed project sites are bounded by industrial and residential areas with through vehicular arterials. The proposed project sites are in areas of previously disturbed soils from industrial and traffic uses; topography is flat with compacted and rearranged soil layers; and vegetation consists of ornamental and invasive plant species. High voltage transmission lines cross through both road construction sites.

A portion of the East Logistics Yard road would cross an area that contains contaminated soil (Institutional Control Area #5). Before any road work would occur in this area, BPA will work under CERCLA with EPA and Ecology to develop a removal plan to include monitoring, testing, and disposal of ICA #5. It is estimated that the remediation activity could take up to two years. No construction activities of any type would occur in this area until the site is completely remediated.

## Evaluation of Potential Impacts to Environmental Resources

Environmental Resource Impacts	No Potential for Significance	No Potential for Significance, with Conditions
1. <b>Historic and Cultural Resources</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><u>Explanation:</u> Findings of no historic properties affected with concurrence from WA DAHP: for the East Logistics Yard road (6/16/2015) and for the Maintenance Headquarters road (8/2/12 and 9/14/12). In the event any archaeological material is encountered during project activities, the following actions should be taken:</p> <ul style="list-style-type: none"><li>• Stop work in the vicinity and immediately notify the BPA environmental lead so that a BPA archaeologist, appropriate BPA project staff, interested Tribes, Washington SHPO, and the appropriate local, state, and federal agencies may be notified.</li></ul>		
2. <b>Geology and Soils</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><u>Explanation:</u> Expect soil disturbance on already disturbed sites using conventional earth moving equipment; soil layers have been previously rearranged; erosion control measures and best management practices would be implemented to reduce erosion and dust.</p>		
3. <b>Plants</b> (including federal/state special-status species)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><u>Explanation:</u> No federal or state status species on either site; no habitat present. Landscape plants (including five to six trees for the Maintenance Headquarters road) and noxious weeds would be removed. Follow-up landscaping would be done according to County standards.</p>		

4. **Wildlife** (including federal/state special-status species and habitats)



Explanation: Both sites lack required habitat conditions to support wildlife habitat or federal or state status species. No known Washington State special status wildlife species would be affected.

5. **Water Bodies, Floodplains, and Fish** (including federal/state special-status species and ESUs)



Explanation: There are no water bodies within or near either site. The project is not located in a floodplain or near water so fish are not present.

6. **Wetlands**



Explanation: There are no wetlands within or near either site.

7. **Groundwater and Aquifers**



Explanation: No new wells or use of ground water is proposed for either road project.

8. **Land Use and Specially Designated Areas**



Explanation: All work would be conducted in an existing industrial area and along an existing traffic arterial. All proposed ground disturbing actions would follow best management practices.

9. **Visual Quality**



Explanation: Proposed widening on NE Minnehaha Street would be visually consistent with existing views within the industrial areas of NE Minnehaha Street and within the Ross Complex. Installation of security gates for the Maintenance Headquarters road should have minimal impacts on individuals using NE Minnehaha Street as these would be located away from the street, sidewalk, and bike lanes. For residents across NE Minnehaha, the new Maintenance Headquarters road entrance and gates would be visible; about 5 trees and a portion of the berm would be removed. Remaining trees and berm would continue to block views further into the Maintenance Headquarters site.

All work in the East Logistics Yard would be visually consistent with existing views of equipment, vehicles and materials stored within the yard. The new road would not be visible to adjacent landowners or travelers along NE Minnehaha Street.

10. **Air Quality**



Explanation: Anticipate insignificant amounts of dust and vehicle emissions due to project actions. Conventional earth moving equipment would be operated. All proposed ground disturbing actions would follow best management practices to reduce the release of dust and vehicle emissions.

11. **Noise**



Explanation: Temporary road construction noise to occur during daylight hours. Operational noise levels would not change. City of Vancouver noise ordinances would be followed.

12. **Human Health and Safety**



Explanation: All proposed construction would follow city and state construction requirements and include following best management practices to reduce impacts to human health and increase safety awareness. Collect, remove, and legally dispose of any construction waste, fill material unsuitable for grading and backfilling, and contaminated fill material off-site in accordance with the policies and procedures prescribed by BPA's Pollution Prevention & Abatement group, Ross Hazardous Materials facility permit, and the Washington Department of

Ecology (Ecology).

### **Evaluation of Other Integral Elements**

The proposed project would also meet conditions that are integral elements of the categorical exclusion. The project would not:

- Threaten a violation of applicable statutory, regulatory, or permit requirements for environment, safety, and health, or similar requirements of DOE or Executive Orders.

Explanation, if necessary:

- Require siting and construction or major expansion of waste storage, disposal, recovery, or treatment facilities (including incinerators) that are not otherwise categorically excluded.

Explanation, if necessary:

- Disturb hazardous substances, pollutants, contaminants, or CERCLA excluded petroleum and natural gas products that preexist in the environment such that there would be uncontrolled or unpermitted releases.

Explanation, if necessary: Institutional Control Area #5 (ICA) would be completely remediated prior to road work within this area. Additionally, there would be no uncontrolled or unpermitted releases of hazardous substances, pollutants, or contaminants.

- Involve genetically engineered organisms, synthetic biology, governmentally designated noxious weeds, or invasive species, unless the proposed activity would be contained or confined in a manner designed and operated to prevent unauthorized release into the environment and conducted in accordance with applicable requirements, such as those of the Department of Agriculture, the Environmental Protection Agency, and the National Institutes of Health.

Explanation, if necessary:

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### **Landowner Notification, Involvement, or Coordination**

Description: For the MHQ entry road project, BPA Public Affairs will develop a media plan to notify residents of the proposed roadwork to widen NE Minnehaha Street. A notification letter and map will be sent to potentially affected parties in March 2016 about three weeks before the proposed construction start in April 2016. All work for the East Logistics Yard road is within the Ross Complex on BPA-fee owned property.

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Based on the foregoing, this proposed project does not have the potential to cause significant impacts on any environmentally sensitive resources.

Signed: /s/ Tish Eaton  
Tish Eaton - KEC-4

Date: November 12, 2015