

Maritime Administration
Mitigated Finding of No Significant Impact

Port of Port Angeles – Intermodal Handling and Transfer Facility Improvements Project
Port Angeles, Washington

This Finding of No Significant Impact (FONSI) and the accompanying Environmental Assessment (EA) are submitted pursuant to the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. § 4321 et seq., and are consistent with implementing regulations issued by the Council on Environmental Quality (CEQ) (40 C.F.R., parts 1500-1508), USDOT Order 5610.1C *Procedures for Considering Environmental Impacts*, and Maritime Administrative Order (MAO) 600-1 *Procedures for Considering Environmental Impacts*.¹

The Maritime Administration (MARAD) has determined that this project will have no significant effect on the human or natural environment under normal conditions.

Background

The Port of Port Angeles (Port) was awarded funding under the 2022 Port Infrastructure Development Program (PIDP) discretionary grant program for the Intermodal Handling and Transfer Facility (IHTF) Improvements Project. The purpose of the project is to improve safety, efficiency, and resilience at the IHTF in order to support the region's forest products industry.

The Port's existing IHTF is a 32-acre waterfront log yard that plays a vital role in the regional forest products supply chain. It supports the staging, sorting, and transport of raw logs and wood chips sourced from public and private timberlands in Clallam and Jefferson Counties in Washington State, for domestic and international markets. Materials are transferred by barge through the adjacent Cofferdam Dock and by truck via the regional highway system, making the facility a key logistics hub for the regional timber industry. The Proposed Action addresses deteriorated upland surfaces, stormwater quality concerns, and structural deficiencies at the Cofferdam Dock

Proposed Action

The Proposed Action includes improvements to the Cofferdam Dock Facility, including installation of a mechanically stabilized earth (MSE) wall, a fiberglass encasement over the existing sheet pile, and replacement of structural waler beams. It also includes resurfacing 12 acres of the upland IHTF with high-load capacity asphalt and constructing a three-stage biofiltration stormwater treatment facility. In addition, the office Conex/trailer and truck scale

^[1] MARAD is aware of CEQ's rescission of its NEPA-implementing regulations at 40 CFR 1500–1508. This environmental assessment was prepared when the CEQ regulations (40 CFR 1500–1508) were still in effect. In an effort to efficiently process NEPA documents, this document may still reflect previous CEQ regulatory language. MARAD also utilized the Department of Transportation (USDOT Order 5610.1C) and MARAD (MAO 600-1) procedures implementing NEPA, to meet the agency's obligations under NEPA, 42 U.S.C. 4321 et seq.

will be relocated, and a 1,500-square-foot warehouse building will be demolished. Six acres of land will also be set aside as a cultural resource protection area through a land transfer to the Lower Elwha Klallam Tribe in compliance with Section 106 of the National Historic Preservation Act (NHPA).

Alternatives Considered

In addition to the proposed action, MARAD considered the No Action/No Build Alternative. Under the No Action/No Build Alternative, the resurfacing, dock improvements, and stormwater treatment system would not be completed, and the Port would not be able to address the inefficiencies and structural concerns limiting the IHTF's operational capacity. As a result, the project's Purpose and Need would not be met. Therefore, it is not a reasonable alternative, but was analyzed for baseline purposes.

Public Involvement

This FONSI and the associated Final EA are available at the Port of Port Angeles website at: <https://portofpa.com/about-us/environmental/sepa/>

The Port has actively engaged the public and agencies throughout the planning and environmental review process for this project. A State Environmental Policy Act (SEPA) Determination of Non-Significance (DNS) was issued and posted for public comment on March 18, 2025. The SEPA DNS was published in the Peninsula Daily News, listed on Ecology's Statewide SEPA Register, and posted on the Port's website. No public comments were received during the SEPA comment period.

Additionally, the U.S. Army Corps of Engineers (USACE) issued a public notice related to its permitting process for this project on February 26, 2025, consistent with Clean Water Act Section 404 and Rivers and Harbors Act Section 10 permitting requirements.

To communicate the needs, benefits, and environmental considerations of the project, the Port has engaged directly with community stakeholders. This outreach, documented in Appendix L of the EA, has included presentations to local service and civic organizations such as the Rotary Club of Sequim Sunrise on November 9, 2023, the Port Angeles Business Association on January 15, 2024, the Kiwanis Club of Port Angeles on February 15, 2024, and the North Olympic Development Council on January 23, 2025. A joint public meeting hosted by the Port and Clallam County on April 25, 2022, discussed the Port's MARAD grant applications and outlined the project's regional benefits.

Determination and Findings Under NEPA

Based on the information provided in the EA and supporting technical reports and resources, the Project would have no significant impacts on the natural or built environment.

There would be no construction impacts on Farmland Soils, Water Quality, Floodplains, Wild and Scenic Rivers, Coastal Zone, Wildlife, Section 4(f) Resources, Public Utilities. Negligible to Moderate construction impacts would occur on Land Use, Visual and Aesthetic Resources, Geology and Soils, Hazardous Materials, Wetlands & Waters of the US, Threatened, Endangered Species, Marine Mammals and Essential Fish Habitat, Cultural and Tribal Resources, Air Quality, Noise and Vibration, and Traffic and Safety.

There would be no operational impacts on Land Use, Visual and Aesthetic Resources, Farmland Soils, Floodplains, Wild and Scenic Rivers, Coastal Zone, Wildlife, Section 4(f) Resources, and Public Utilities. Negligible to Moderate operational impacts would occur on Geology and Soils, Water Quality, Hazardous Materials, Wetlands & Waters of the US, Threatened, Endangered Species, Marine Mammals and Essential Fish, Cultural and Tribal Resources, Air Quality, Noise and Vibration, and Traffic and Safety.

Mitigation would be implemented to reduce impacts on resources where a moderate impact may occur. Below is a summary of the potential environmental impacts as detailed in the Environmental Assessment.

Environmental Resource	No Action Alternative	Proposed Project Alternative	
		Construction	Operation
Land Use	No impacts	Minor impacts	No impacts
Visual and Aesthetic Resources	No impacts	Minor impacts	No impacts
Geology and Soils	Minor impacts	Negligible impacts	Negligible impacts
Farmland Soils	No impacts	No impacts	No impacts
Water Quality	Moderate impacts	No significant impacts	Moderate beneficial impacts
Hazardous Materials	No impacts	Negligible impacts	Negligible impacts
Floodplains	No impacts	Minimal impacts	No impacts
Wild and Scenic Rivers	No impacts	No impacts	No impacts
Wetlands & Waters of the US	No impacts	Minor impacts	Minor impacts
Coastal Zone	No impacts	No impacts	No impacts
Wildlife	No impacts	No impacts	No impacts
Threatened, Endangered Species (ESA), Marine Mammals and Essential Fish Habitat (EFH)	No impacts	No Effect to Yellow-billed cuckoo, Short-tailed albatross, Taylor's checkerspot, Northwestern pond turtle, Dolly Varden, Monarch butterfly, Golden paintbrush, Leatherback sea turtle, Bocaccio rockfish, and Yelloweye rockfish. "May affect, but is not likely to adversely affect" the marbled murrelet, bull trout,	No Effect to Yellow-billed cuckoo, Short-tailed albatross, Taylor's checkerspot, Northwestern pond turtle, Dolly Varden, Monarch butterfly, Golden paintbrush, Leatherback sea turtle, Bocaccio rockfish, and Yelloweye rockfish. "May affect, but is not likely to adversely affect" the marbled murrelet, bull trout, green sturgeon,

		green sturgeon, eulachon, killer whale, humpback whale, the designated critical habitat for bull trout, and the designated critical habitat for the killer whale. Not likely to jeopardize or result in adverse modification of designated critical habitat of the Hood Canal summer-run chum, Puget Sound steelhead, and Chinook salmon and their critical habitat. No incidental harassment to marine mammals. Adverse effects to EFH.	eulachon, killer whale, humpback whale, the designated critical habitat for bull trout, and the designated critical habitat for the killer whale. Not likely to jeopardize or result in adverse modification of designated critical habitat of the Hood Canal summer-run chum, Puget Sound steelhead, and Chinook salmon and their critical habitat. No incidental harassment to marine mammals. Adverse effects to EFH.
Cultural and Tribal Resources	No impacts	Adverse Effects	Adverse Effects
Section 4(f) Resources	No impacts	No impacts	No impacts
Air Quality	No impacts	Minor impacts	Negligible impacts
Noise and Vibration	No impacts	Negligible impacts	Negligible beneficial impacts
Traffic and Safety	No impacts	Minor impacts	Moderate beneficial impacts
Public Utilities	No impacts	No impacts	No impacts

Mitigation Measures/ Best Management Practices

No potential adverse impacts will be significant, and the Proposed Action will incorporate the following mitigation measures or Best Management Practices (BMPs) to avoid or minimize potential impacts. These will be in addition to any mitigation measures or BMPs imposed by required permits and other authorizations.

Environmental Resource	Mitigation Measures/BMPs
Threatened, Endangered Species, Marine Mammals and Essential Fish Habitat	To address ESA and EFH impacts, the Port will implement mitigation measures including turbidity monitoring, controlled barge operations, careful riprap placement, spill prevention planning, stormwater maintenance, and post-project reporting to NMFS. These actions reduce the potential moderate impacts to listed species and habitat by minimizing in-water disturbances,

	<p>preventing pollution, and ensuring compliance with federal conservation standards.</p> <p>These measures are documented in the National Marine Fisheries Service Biological Opinion WCRO-2023-00672, March 20, 2024. See Section 5 or Appendix E of the EA.</p>
Cultural and Tribal Resources	<p>The Port will implement Section 106 mitigation measures, including transferring a 6.13-acre Protection Area to the Lower Elwha Klallam Tribe (LEKT), archaeological and tribal cultural monitoring during ground disturbance, and coordination with LEKT per the Monitoring and Inadvertent Discovery Plan. These measures reduce the potential moderate impacts to historic and cultural resources by avoiding disturbance of sensitive areas and ensuring tribal involvement in resource protection.</p> <p>These measures are documented in the NHPA Memorandum of Agreement, January 13, 2025. See Section 5 or Appendix F of the EA</p>

Permits and Authorizations

Agency	Type of Permit/Authorization	Current Status
U.S. Department of Transportation Maritime Administration, Washington State Historic Preservation Officer, Lower Elwha Klallam Tribe, and Port of Port Angeles	Memorandum of Agreement per Section 106 of NHPA	In place. See Section 5 or Appendix F of the EA
U.S. Army Corps of Engineers	Individual Permit	Permit in process under Reference No. NWS-2025-170
Washington Department of Ecology	Section 401 Water Quality Certification	Certification in process under Ecology Aquatics ID No. 145435
Washington Department of Ecology	Consistency Determination with the Coastal Zone Management Act	Consistency in the process under Reference No. NWS-2025-170
Washington Department of Ecology	Construction Stormwater General Permit	Permit in process under Application ID: 50957
Washington Department of Fish and Wildlife	Hydraulic Project Approval	The application will be submitted in May 2025
Olympic Region Clean Air Agency	Demolition Notification	Notice will be submitted once a contractor is selected for this proposed project.
City of Port Angeles	Shoreline Substantial Development Permit	Permit in process under SMA Application No. 25-0035
City of Port Angeles	Building and Clearing & Grading Permits	Permit applications will be submitted once the project design is 100% complete in the 4 th Quarter 2025
Port of Port Angeles	State Environmental Policy Act Determination	Port issued a Determination of Nonsignificance on March 18, 2025.

Conclusion

The Maritime Administration has determined that the EA adequately and accurately discusses the environmental issues and effects of the proposed action and specifies appropriate mitigation measures and standard conditions of approval in order to minimize environmental effects. Therefore, a FONSI is warranted, and preparation of an Environmental Impact Statement, pursuant to the National Environmental Policy Act of 1969, as amended, is not required.



Office of Environmental Compliance Reviewer

4/22/25

Date

Associate Administrator for Environment and Compliance

Date