

**FTA Region 10
CATEGORICAL EXCLUSION and
DOCUMENTED CATEGORICAL EXCLUSION WORKSHEET**

Note: The purpose of this worksheet is to assist sponsoring agencies (grantees) in gathering and organizing materials for environmental analysis required under the National Environmental Policy Act (NEPA), particularly for projects that may qualify as a Categorical Exclusion (CE) or Documented Categorical Exclusion (DCE). The use and submission of this particular worksheet is NOT required. The worksheet is provided merely as a helpful tool for assembling information needed by FTA to determine the likelihood and magnitude of potential project impacts. **NOTE: Fields are expandable, so feel free to use more than a line or two if needed.**

Submission of the worksheet does not satisfy NEPA requirements. FTA must concur in writing in the sponsoring agency's NEPA recommendation. Project activities may not begin until this process is complete. Contact the FTA Region 10 office at (206) 220-7954 if you have any questions or require assistance. If this is the first time you have filled out this form, FTA encourages you to review http://www.fta.dot.gov/documents/FTA_CE_Presentation.pdf. Feel free to contact Region 10 for additional assistance. **Please see the end of this document for submittal procedures.** For links to other agencies or for further topical guidance, please go to Region 10's [Environmental Processes and Procedures](#) site.

I. Project Description		
Sponsoring Agency <i>Skagit Transit</i>	Date Submitted <i>6/26/18</i>	FTA Grant Number(s) (if known)
Project Title <i>MOA2</i>		
Project Description (brief, 1-2 sentences) <i>The MOA2 project will design and construct a new Maintenance, Operations, and Administrative facility for Skagit Transit by converting the use of a previous FedEx Warehouse and existing site development and developing an adjacent vacant parcel.</i>		
Purpose and Need for Project (brief, 1-2 sentences, include as an attachment if adopted statement is lengthy) <i>See Attachment #1</i>		
Project Location (include City and Street address) <i>11784 Bay Ridge Drive, Burlington WA 98233</i>		
Project Contact (include phone number, mailing address and email address) <i>Brad Windler, Skagit Transit, 360-757-5179, bwindler@skagittransit.org</i>		
<p><u>If your project involves construction, include the following as appropriate:</u></p> <ul style="list-style-type: none"> • Project vicinity map • Project site plan showing access points and project boundaries • Other useful maps as appropriate (topo, for instance, depending on circumstances, and/or Google Earth aerial, NEPA Assist, etc.) • A few photographs of the site if useful to illustrate important features • Details pertaining to the depth of soil excavation • Note if the soil has been previously disturbed by prior construction or other activity • List parks or recreation areas within the project vicinity • Any previous consultations that might be relevant? (HUD, SHPO, or DOTs) 		

II. NEPA Class of Action

Answer the following questions to determine the project's potential class of action. If the answer to any of the questions in Section A is "YES", contact the FTA Region 10 office to determine whether the project requires preparation of a NEPA environmental assessment (EA) or environmental impact statement (EIS).

A. Will the project significantly impact the natural, social and/or economic environment?

- YES (contact FTA Regional office)
 NO (continue)

A.1 Is the significance of the project's social, economic or environmental impacts unknown?

- YES (contact FTA Regional office)
 NO (continue)

A.2 Is the project likely to require detailed evaluation of more than a few potential impacts?

- YES (contact FTA Regional office)
 NO (continue)

A.3 Is the project likely to generate intense public discussion, concern or controversy, even though it may be limited to a relatively small subset of the community?

- YES (contact FTA Regional office)
 NO (continue)

B. Does the project appear on the following list of Categorical Exclusions (CEs)?

The types of activities listed below describe actions which, when the corresponding conditions are met, are under usual circumstances categorically excluded from further NEPA analysis under [23 CFR 771.118\(c\)](#). Unusual circumstances may include, but are not limited to, the presence of wetlands, historic buildings and structures, parklands, or floodplains in the project area, or the potential for the project to impact other resources. (Descriptions of each type of activity, and corresponding conditions, are available [here](#); this worksheet simply lists the name of each exclusion.)

- YES (If checked AND there are no special circumstances, check the applicable box and proceed to Section III.)
 NO (continue to Section II. C)

[23 CFR 771.118\(c\)\(1-16\)](#)

- (1) Utility and Similar Appurtenance Action
 (2) Pedestrian or Bicycle Action
 (3) Environmental Mitigation or Stewardship Activity

- (4) Planning and Administrative Activity
- (5) Activities Promoting Transportation Safety, Security, Accessibility and Communication
- (6) Acquisition, Transfer of Real Property Interest
- (7) Acquisition, Rehab, Maintenance of Vehicles or Equipment
- (8) Maintenance, Rehab, Reconstruction of Facilities
- (9) Assembly or Construction of Facilities
- (10) Joint Development of Facilities
- (11) Emergency Recovery Actions
(Several conditions attach to this type of CE. We recommend you consult with FTA if you think this CE may apply to your action.)
- (12) Projects Entirely within the Existing Operational Right-of-Way.
- (13) Federally Funded Projects
(Must be less than \$5 million in federal funding, or having a total estimated cost of not more than \$30,000,000 and Federal funds comprising less than 15 percent of the total estimated project cost.)
- (14) Bridge Removal and Related Activities.
- (15) Preventative Maintenance to Certain Culverts and Channels
- (16) Geotechnical and Similar Investigations

C. Does the project appear on the following list of potential documented Categorical Exclusions?

Projects that are categorical exclusions under [23 CFR 771.118\(d\)](#) require additional documentation demonstrating that the specific conditions or criteria for the CEs are satisfied and that significant effects will not result.

YES (Check correct box below and continue to Part III)

NO (Contact FTA Regional Office)

[23 CFR 771.118\(d\)\(1-8\)](#)

- (1) Modernization of a highway by resurfacing, restoring, rehabilitating, or reconstructing shoulders or auxiliary lanes.
- (2) Bridge replacement or the construction of grade separation to replace existing at-grade railroad crossings.
- (3) Acquisition of land for hardship or protective purposes. (NOTE: Hardship and protective buying will be permitted only for one or a limited number of parcels, and only where it will not limit the evaluation of alternatives (including alignments) for planned construction projects.
- (4) Acquisition of right-of-way. (NOTE: No project development on the acquired right-of-way may proceed until the NEPA process for such project development, including the consideration of alternatives, where appropriate, has been completed.)
- (5) Construction of bicycle facilities within existing transportation right-of-way.
- (6) Facility modernization through construction or replacement of existing components.
- (7) Minor realignment for rail safety purposes

- (8) Facility modernization/expansion outside existing ROW
- “Other” actions which meet the criteria for a CE in the CEQ regulations (40 CFR 1508.4) and will not result in significant environmental effects. Actions must not: induce significant impacts to planned growth or land use; require the relocation of significant numbers of people; have a significant impact on any natural, cultural, recreational, historic or other resource; cause significant air, noise, or water quality impacts; have significant impacts on travel patterns; or otherwise have significant environmental impacts (either individually or cumulatively).

III. Information Required for Documented Categorical Exclusions

If you checked “Yes” to any of the options in Part II.C, complete Section III.A and each relevant subject area of Sections B-AA. Depending on the project, some of the subject areas may not be applicable. In such cases, no discussion is needed. You may use documents prepared for other purposes (e.g., public meetings) if they are helpful.

The list below is not all-inclusive. If your proposed project has the potential to cause impacts to resources which are not listed below, please provide supplemental information about those potential impacts.

A. Detailed Project Description

Describe the project and explain how it satisfies the purpose and need identified in Part I.

This CE submittal is for the final two phases in a project to secure a new Maintenance, Operations and Administrative (MOA) Base that will meet Skagit Transit's current and future needs. The second phase is for design and the third phase is for the construction that will complete the renovations needed so that Skagit Transit can begin operating out of the site. State and Federal grants will be sought to assist with the actual construction of the facility. Skagit Transit already has a design team under contract and the design work is fully funded.

Skagit Transit completed a feasibility study in 2015 that projected space and programing needs 20 years into the future. The new facility was designated as "MOA2." During the property search for a new facility, FedEx moved its operations out of a large warehouse by the Burlington airport and into a new facility. Skagit Transit purchased the vacated land and building with local funds which included Parcels P121434 (4.95 acres) and P121435 (2.46 acers). Subsequently, Skagit Transit also purchased 2.96 acres of adjacent land on Parcel P127387 (5.96 acres total parcel area and 2.96 acres purchased) with local funds again. The MOA2 site will have a minimum total acreage of 10.37 acres. The south Parcels (P121434 and P121435) are developed with a prior FedEx site with an existing building and paved parking/circulation that will be converted for transit operations.

A facility of this size will enable the MOA2 to encompass all of our staff and an increased number of maintenance bays, as well as specialty facilities for fueling and cleaning of the revenue fleet. MOA2 will allow us to establish dedicated spaces such as a machine shop, tool storage area, carpentry shop, tire shop, and to expand the onsite storage for spare parts and other necessary equipment. The parking space on this lot will accommodate our anticipated revenue fleet growth over the next 20 years

This request for a Categorical Exclusion will enable Skagit Transit to proceed with the construction phase and to apply for State and Federal grants to assist with the construction. Skagit Transit has already invested over \$6 million in local funding during property acquisition.

The site's history of land use does not raise concerns for hazardous materials and contamination. The site is located outside of the floodplain and has low soil liquefaction potential.

B. Location and Zoning

Attach a map identifying the project's location and surrounding land uses. Note any critical resource areas (historic, cultural or environmental) or sensitive noise or vibration receptors (schools, hospitals, churches, residences, etc). Briefly describe the project area's zoning and indicate whether the proposed project is consistent with it. Briefly describe the community (geographic, demographic, economic and population characteristics) in the project vicinity.

The MOA2 project is located at the northeast terminus of Bay Ridge Drive at 11784 Bay Ridge Drive, Burlington, WA 98233, occurring on the former FedEx site. The project includes Skagit County Parcels # P127387 (vacant) and P121434 and P121435 (developed with prior FedEx site). This site occurs in the SE Quarter of Section 24, Township 35, Range 03-WM (see attached Vicinity Map, USGS Map, Zoning Map, and Site Plan).

The south parcels, P121434 (4.95 acres) and P121435 (2.46 acres), were previously developed with a prior FedEx Warehouse with an existing building and paved parking/circulation that will be converted for transit operations. An adjacent vacant parcel to the north, P127387, is included in the MOA2 project and will be improved to provide an operations yard and a fuel and wash building.

The project is located within the Bayview Ridge Light Industrial (BR-LI) zoning/comprehensive plan designation as indicated in the Skagit County Comprehensive Plan and associated maps adopted September 20, 2011, and as thereafter amended. An approved Special Use permit and SEPA Environmental determination are on file with Skagit County Planning and Development Services for this project. Land use in the surrounding area are commercial and industrial properties consistent with light industrial zoning and also associated with Skagit Regional Airport and the Port of Skagit County.

An evaluation of the poverty rate, minority population rate, and LEP rate in the vicinities of project shows no disparate impact would occur to disadvantaged populations from review of U.S. Census data in the vicinity of the project. A Title VI Equity Analysis was prepared that includes this site location and additional information.

C. Traffic

Describe potential traffic and parking impacts, including whether the existing roadways have adequate capacity to handle increased bus or other vehicular traffic. Include a map or diagram if the project will modify existing roadway configurations. Describe connectivity to other transportation facilities and modes, and coordination with relevant agencies.

The site use in consideration of traffic and road capacity has been approved by Skagit County under SEPA and a related Special Use Permit. The FedEx site currently has a 150-space employee parking area to the west of the building and 35 trailer and tractor parking spaces to the south. Unmarked trailer parking is also available on paved space north of the building. Existing parking is considered more than adequate to cover staff, fleet and visitor parking.

No operational traffic impacts requiring mitigation related to the MOA2 project are anticipated. This project will facilitate expansion of Skagit Transit operations, which will reduce regional traffic congestion.

D. Aesthetics

Will the project have an adverse effect on a scenic vista?

- No
- Yes, describe

Will the project substantially degrade the existing visual character or quality of the site and its surroundings?

- No
- Yes, describe

Will the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

- No
- Yes, describe

E. Air Quality

Does the project have the potential to impact air quality?

- No
- Yes, describe

Is the project located in an EPA-designated non-attainment or maintenance area?

- No
- Yes, indicate the criteria pollutant and contact FTA to determine if a hot spot analysis is necessary.
 - Carbon Monoxide (CO)
 - Ozone (O₃)
 - Particulate Matter (PM₁₀ or PM_{2.5})

If the non-attainment area is also in a metropolitan area, was the project included in the MPO's Transportation Improvement Program (TIP) air quality conformity analysis?

- No
- Yes Date of USDOT conformity finding:

F. Coastal Zone

Is the proposed project located in a designated coastal zone management area?

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

A CZM form will be submitted to Ecology subsequent to the FTA NEPA CE submittal after a Federal Application Number is provided to complete the CZM form. FTA will be advised of any findings; however the CZM form submittal to Ecology is assumed to be procedural for this action and no findings are anticipated.

G. Environmental Justice

Determine the presence of minority and low-income populations (business owners, land owners, and residents) within about a quarter-mile of the project area. Indicate whether the project will have disproportionately high and adverse impacts on minority or low-income populations. Describe any potential adverse effects. Describe outreach efforts targeted specifically at minority or low-income populations. Guidance is [here](#).

An evaluation of the poverty rate, minority population rate, and limited English proficiency (LEP) rate in the vicinities of project shows no disparate impact would occur to disadvantaged populations from review of U.S. Census data in the vicinity of the project. A Title VI Equity Analysis is attached that includes this site location and other information.

H. Floodplains

Is the proposed project located within the Federal Emergency Management Agency (FEMA) 100-year floodplain?

No. *The FIMA FIRM panel that includes the site (FIRM 530151 0250 C) indicates the subject property occurs in "Zone C: Areas of minimal flooding".*

Yes, describe potential impacts, indicate if the project will impact the base flood elevation, and include or link to the FEMA Flood Insurance Rate Map (FIRM) with the project location identified.

I. Hazardous Materials

Is there any known or potential contamination at the project site? This may include, but is not limited to, lead/asbestos in existing facilities or building materials; above or below ground storage tanks; or a history of industrial uses of the site.

No, describe steps taken to determine whether hazardous materials are present on the site.

Yes, note mitigation and clean-up measures that will be taken to remove hazardous materials from the project site. If the project includes property acquisition, identify if a Phase I Environmental Site Assessment for the land to be acquired has been completed and the results.

See attached Phase 1 Environmental Site Assessment.

J. Navigable Waterways

Does the proposed project cross or have the potential to impact a navigable waterway?

No

Yes, describe potential impacts and any coordination with the US Coast Guard.

K. Noise and vibration

Does the project have the potential to increase noise or vibration?

NO

YES, describe impact and provide map identifying sensitive receptors such as schools, hospitals, parks and residences. If the project will result in a change in noise and vibration sources, you must use FTA's "Transit Noise and Vibration Impact Assessment" methodology to determine impact.

Skagit Transit is proposing the development of the MOA2 facility be located on the western half of Skagit County parcel P127387, and the entirety of previously developed parcels P121434 and P121435. Following FTA guidelines, there are no noise-sensitive land uses within the specified screening distance from the project (350 ft) and no vibration-sensitive land uses within the specified screening distance from the project (100 ft for Category 1 or 50 ft for Category 2). No new access roads are planned.

Construction activities associated with the project are expected to increase noise levels in the project area above ambient conditions. However, construction noise abatement measures will be incorporated into construction plans and specifications. Based on the distance of the nearest residential receiver from the project area (1,500 ft), construction noise impacts above ambient levels are expected to be minimal.

See attached Noise and Vibration Study Technical Memo.

L. Prime and Unique Farmlands

Does the proposal involve the use of any prime or unique farmlands?

No

Yes, describe potential impacts and any coordination with the Soil Conservation Service of the U.S. Department of Agriculture.

M. Historic & Cultural Resources

Impacts to cultural, historic, or recreational properties may trigger Section 106 or tribal consultations or a Section 4(f) evaluation, requiring consideration of avoidance alternatives. Does the project involve any ground disturbing activities?

- No
- Yes, provide the approximate maximum ground disturbance depth. Also provide information on previous disturbances or where ground disturbance will occur.

Are there any historic resources in the vicinity of the project?

- No
- Yes, Attach photos of structures more than 45 years old that are within or adjacent to the project site and describe any direct or indirect impacts the project may cause.

It is anticipated that site development may require excavations up to 20 feet below ground surface, primarily on vacant parcel P127387 which is a previously cleared/flat parcel, and less site disturbance of previously developed parcels P121434 and P121435. There are no buildings in the project vicinity that are 50 years or older.

See attached National Historic Preservation Act, Section 106 Consultation Initiation letter for FTA use.

N. Biological

Are there any species located within the project vicinity that are listed as threatened or endangered under the Endangered Species Act? Determine this by obtaining lists of threatened and endangered species and critical habitat from the US Fish and Wildlife Service and the National Marine Fisheries Service.

No.

Describe any critical habitat, essential fish habitat or other ecologically sensitive areas within or near the project area.

An FTA Endangered Species Act (ESA) checklist is attached with a Priority Habitats and Species (PHS) map of State Priority species (including Federal ESA/EFH species) known to occur within a 1/2 mile radius of the project. No Federal ESA species or Essential Fish Habitat (EFH) are identified or known to occur within a 1/2 mile radius of the Project.

No sensitive areas occur on-site; this was previously confirmed by Skagit County to issue a Special Use Permit. A wetland was identified and located by Skagit County off-property to the west that will not be impacted. Also see attached FTA ESA Screening Checklist.

O. Recreational

Is the project located in or adjacent to a park or recreation area?

No

Yes, provide information on potential impacts to the park or recreation area. Please also indicate if the park involved Land and Water Conservation Act funds (Section 6(f))

P. Seismic and Soils

Are there any unusual seismic or soil conditions in the project vicinity? If so, indicate on project map and describe the seismic standards to which the project will be designed.

No

Yes, describe

County critical areas mapping does not identify any geologically hazardous areas on or adjacent to the project site. Review the Geologic Map of the Anacortes South and La Conner 7.5-minute Quadrangles, Skagit and Island Counties, Washington indicates site soils are anticipated to consist of glaciomarine drift deposits, consisting of silty, sandy clay with scattered gravel or clayey, silty, sandy gravel. This material is not anticipated to pose a significant risk for seismic hazards. Geologic conditions at the site will be investigated and described in further detail as part of a forthcoming geotechnical engineering report as part of local permit requirements. The project will be designed to satisfy seismic criteria of the International Building Code.

Q. Water Quality

Does the project have the potential to impact water quality, including during construction.

No

Yes, describe potential impacts and best management practices which will be in place.

Will there be an increase in new impervious surface or restored pervious surface?

No

Yes, describe potential impacts and proposed treatment for stormwater runoff.

MOA2 site will have a minimum total acreage of 10.37 acres. The south parcels P121434 (4.95 acres) and P121435 (2.46 acres) are developed with a prior FedEx site with an existing building and paved parking/circulation that will be converted for transit operations. The existing impervious coverage of the developed parcels is approximately 75%. Parcel P127387 (5.96 acres total and 2.96 acres purchased) is vacant and has no existing impervious coverage. The developed condition of all parcels with this action will include approximately 76%–90% impervious coverage.

Impervious surface of the site will be increased due to the type of use (i.e. a transit operations and maintenance center) and since the north parcel of the site is presently a vacant/undeveloped grassy field. The potential for stormwater quantity and quality impacts will be mitigated by an underground detention system beneath the facility and may include low impact development (LID) methods in the final design. New stormwater facilities for new impervious surfaces will be designed in accordance with Skagit County requirements and for consistency with Washington Department of Ecology standards. The proposed project will meet or exceed all applicable local, state, and federal stormwater requirements.

Is the project located in the vicinity of an EPA-designated sole source aquifer (SSA)?

No

Yes, provide the name of the aquifer which the project is located in and describe any potential impacts to the aquifer. Also include the approximate amount of new impervious surface created by the project. (May require completion of SSA worksheet.)

R. Wetlands

Does the proposal temporarily or permanently impact wetlands or require alterations to streams or waterways?

No

Yes, describe potential impacts

A wetland is designated on Skagit County information to occur off-site to the west and the project site has been verified to not contain wetlands. No wetland or stream/waterway impacts will occur.

S. Construction Impacts

Describe the construction plan and identify impacts due to construction noise, utility disruption, debris and spoil disposal, and staging areas. Address air and water quality impacts, safety and security issues, and disruptions to traffic and access to property.

The south parcels P121434 (4.95 acres) and P121435 (2.46 acres) are developed with a prior FedEx site with an existing building and paved parking/circulation that will be converted for transit operations. This will include building modifications and limited site work. Parcel P127387 is vacant and will be improved to provide to a paved service yard for the project.

Parcel P127387 is currently a cleared and leveled vacant grassy field to the north and directly adjacent to the developed FedEx parcels. Construction will require clearing/stripping the parcel of vegetation (grasses) and minor new grading for this area. Site stripping will be taken to an approved commercial disposal facility and any new site materials will be obtained from approved commercial sources and suppliers. Minor new grading (excavation) will be required to install stormwater facilities and other onsite utilities as well as a foundation for a proposed building in this area.

The overall site will also include a staging area and will be secured to prevent the public from entering the work areas and with posted safety and security information. A construction safety plan will be prepared and implemented prior to beginning construction. All construction functions, including material stockpiles, staging, vehicle parking will occur within the site boundaries. Potential impacts to air, water will be avoided and minimized during conduction through use of a Stormwater Pollution Prevention Plan (SWPPP) that also addresses Spill Prevention Control and Countermeasures (SPCC). Limited duration impacts to noise will be construction related and will be minimized by adherence to approved construction hours and other methods permitted by Skagit County.

T. Cumulative and Indirect Impacts

Are cumulative and indirect impacts likely?

No

Yes, describe the reasonably foreseeable:

a) Cumulative impacts, which result 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 them. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

b) Indirect impacts, which are caused by the action but are later in time or farther removed in distance, yet 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, water and other natural systems, including ecosystems.

U. Property Acquisition

If property is to be acquired for the project, indicate whether acquisition will result in relocation of businesses or individuals.

Note: For acquisitions over \$500,000, FTA concurrence in the property's valuation is also required.

NA

V. Energy

If the project includes the construction or reconstruction of a building, identify potential opportunities to conserve energy which could be employed. This includes building materials and techniques used for construction; special innovative conservation features; fuel use for heating, cooling and operations; and alternative renewable energy sources.

Energy saving components will be integrated in to the project, including use of locally sourced construction materials and LED lighting.

W. Public Involvement

Describe public outreach efforts undertaken on behalf of the project. Indicate opportunities for public meetings (e.g. board meetings, open houses, special hearings). Indicate any significant concerns expressed by agencies or the public regarding the project.

Public outreach regarding this project has been ongoing for several years. In 2015, there was a project feasibility study, which included a public outreach section as Skagit Transit evaluated possible site locations. There was also a public outreach section of the WA State SEPA that was performed as part of that process. Additionally, this project has been discussed at many public meetings such as the monthly Board of Directors' meetings and when Skagit Transit staff engage in public outreach to community groups. Presentations have also been made at open houses held and advertised by WSDOT as they hold public meetings to get feedback on the various projects they are conducting. WSDOT will invite other public agencies to attend and present on their transportation projects. This project has been discussed in multiple public forums each year since the beginning of this process in 2015.

X. Mitigation Measures

Describe all measures to be taken to mitigate project impacts.

Precautions and best management practices (BMPs) to avoid and minimize and if necessary, mitigate, standard construction related impacts to water, air, and noise will be provided in the construction contract provisions; no other unavoidable or potentially unmitigable impacts have been identified or other mitigation measures proposed. All local, state and federal environmental regulations, codes, and commitments will be met relative to the construction of the facility.

Y. Other Federal Actions

Provide a list of other federal NEPA actions related to the proposed project or in the vicinity.

There are no other federal actions associated with the project.

Z. State and Local Policies and Ordinances

Is the project in compliance with all applicable state and local policies and ordinances?

No, describe noncompliance:

Yes

AA. Related Federal and State/Local Actions

- Corps of Engineers Permit (Section 10, Section 404)
- Coast Guard Permit
- Coastal Zone Management Certification
- Critical Area Ordinance Permit (Complete)
- ESA and EFH Consultation
- Floodplain Development Permit
- Forest Practice Act Permit
- Hydraulic Project Approval
- Local Building or Site Development Permits
- Local Clearing and Grubbing Permit
- National Historic Preservation Act-Section 106 consultation
- National Pollutant Discharge Elimination System General Construction Permit
- Shoreline Permit
- Solid Waste Discharge Permit
- Sole Source Aquifer Consultation
- Section 4(f) (Historic or Recreational Properties; Wildlife Refuges)
- Section 6(f) (Recreational Properties)
- Section 106 (Historic Properties)
- Stormwater Site Plan (SSP)
- Temporary Erosion and Sediment Control Plan (TESC)
- Water Rights Permit
- Water Quality Certification—Section 401
- Tribal Consultation or Permits (if any, describe below)
- Other

Others (describe as applicable):

Tribal consultation is understood to occur by FTA under Section 106 review.

Submitted By (name, title):

Date:

Please submit two paper copies of this form, attachments, and a transmittal letter recommending a NEPA finding to the address below, **or** submit an electronic version to fta.tro10mail@dot.gov. Contact FTA at the number below if you are unsure of these procedures. Modifications are typically necessary.

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For links to further topical guidance, please visit Region 10's [Grantee Resources: Environment](#) webpage.