
Attachment B
Threatened and Endangered Species ESA
Screening Checklist (Updated 2015)

ESA SCREENING CHECKLIST

Note: The purpose of this checklist is to assist sponsoring agencies and FTA in gathering and organizing materials for environmental analysis required under the Endangered Species Act (ESA). Submission of the checklist by itself does not meet ESA requirements. This checklist is intended solely for Region X use. Please contact the FTA Region 10 office at (206) 220-7954 if you have any questions regarding this worksheet.

Sponsoring Agency Sound Transit	Date Submitted 3-25-16
Project Title Sounder Yard and Shops Facility Project	FTA Project Number (if known)
Project Location (Include Street Address, City, County) Between Lakeview Avenue SW and 40th Avenue SW, and between 100th Street SW and Steilacoom Blvd.	
Project Contact: Lauren Swift, Senior Environmental Planner	Phone Number 206-398-5302
E-mail Address (if available) lauren.swift@soundtransit.org	

Please answer the following questions as completely as possible. If the question is not applicable, check "NA" in the space to the right

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1. Describe the project and its purpose. Identify the jurisdiction(s) and watersheds (Watershed Resource Inventory Area/WRIA or Hydrologic Unit Code/HUC) in which the project is located.

The project is located in the City of Lakewood, Pierce County, in WRIA 12, (Chambers/Clover). It is in the Puget Sound subbasin; the hydrologic unit code (HUC) is 17110019. The legal description is Township 19 North, Range 2 East, Section 36 and Township 20 North, Range 2 East, Section 1.

Existing Improvements: The Sounder Century Yard consists of two layover tracks (LT1 and LT2), gravel access roads, a dry fire line, site lighting, and wayside power units. The current planned improvements of the Sounder Yard Expansion Project consist of the addition of a third layover track (LT3) and a new train and engine crew building (T & E Building) with an associated 45-stall parking lot, a storage building, and a stand-alone compressed air unit. In addition, Sound Transit will pave existing gravel access roads, add an additional East Access Road, and install underground utilities, site lighting, and two new bullet-proof guard booths. Drainage facilities will be provided and/or updated accordingly. The Sounder Yard Expansion Project improvements will be in place by late 2017, well in advance of the proposed Sounder Yard and Shops Facility Project described below.

Proposed Improvements: The existing Sounder Century Yard is located between Steilacoom Boulevard SW and 100th Street SW (Figure 1). The majority of the improvements associated with the Sounder Yard and Shops Facility Project are located on the northern end of the existing yard, south of Steilacoom Boulevard. Sound Transit plans to purchase two additional parcels at the northern end of the existing yard and to the east of the existing site to accommodate the shops and vehicle parking (Figure 2).

Sound Transit is proposing construction of a new, approximately 40,000-square-foot maintenance building on the Sounder Century Yard site. The single-story building would contain back shops, material storage areas, offices, a conference room, welfare facilities for workers, including restrooms, locker rooms, a lunchroom kitchenette, and other ancillary uses. Posted rail, hoisting equipment, cranes, and other machinery required to support the inspection and maintenance of the fleet would be included. The improvements would allow for daily Federal Railroad Administration-required inspection of the fleet. The Amtrak Yard, located in Seattle, would continue to provide car wash and fueling services.

XXXXXXAn estimated 31 staff would be employed at the maintenance building (27 day shift and 4 night shift employees). Primary night shift activities consist of moving the train cars into the maintenance building and staging the remaining cars that require work so they are in position for easy access to the maintenance building. These train movements would require up to 12 nighttime (8 p.m. to 4 a.m.) crossings, resulting in roadway blockages of about 3 minutes across 100th Street SW. Load testing of the train cars would occur during the daytime shift.

In addition to the maintenance building, approximately 40 vehicle parking spaces would be provided east of the maintenance building. The existing north access road from Steilacoom Boulevard SW would be reconfigured into a paved access drive for truck deliveries to the loading dock behind the maintenance building. The main entrance to the site would be relocated from Steilacoom Boulevard SW to the new access drive off of 39th Avenue SW, a private roadway that would be improved.

The Tacoma Public Utilities 115kV transmission line, currently located parallel to the rail alignment, would be relocated on-site to avoid conflicts with the planned maintenance facility.

Supporting facilities, such as roadway, site lighting, drainage facilities, and required utility infrastructure, are included in the project. Additional key project elements are as follows:

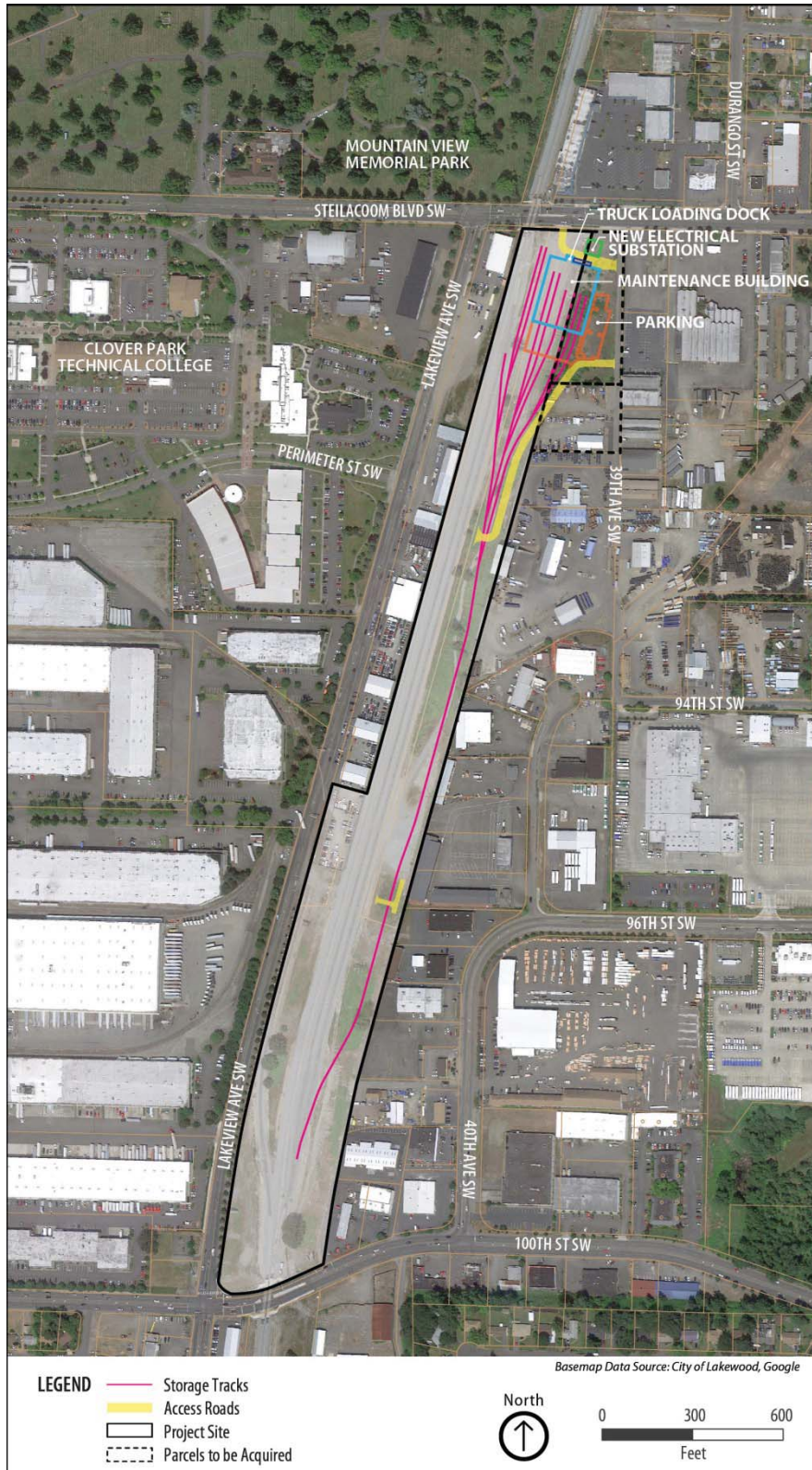
- Construct a new shop lead on the eastern side of the site
- Construct shop tracks to provide train access to the new maintenance building
- Relocate the existing north guard booth to the new site entrance off 39th Avenue SW
- Construct a new electrical substation
- Modify or partially relocate existing on-site fiber optic lines crossed by new track

Construction of the Sounder Yard and Shops Facility Project is expected to occur over a two-year period with the assumption that the preceding yard expansion elements are already in place. The yard expansion work is expected to be completed by late 2017 while completion of the Sounder Yard and Shops Facility Project is anticipated in 2021.

Figure 1
Project Vicinity Map



Figure 2
Site Layout and Configuration Map



2. Have all other NEPA requirements been completed for this project?

Yes No

If so, under which NEPA Class does this project fall? (Refer to DCE letter, FONSI, or ROD)

Class I Class II Class III

3. Does the project qualify as a CE or a DCE?

Yes No

Has a Region X Documented Categorical Exclusion Worksheet been completed?

Yes No

Will the project include Best Management Practices / Conservation Measures?

Yes No

Has the BMP / CM Checklist (Appendix A) been completed?

Yes No

(Note: If the project: 1) includes in-water work or work below the ordinary high water mark (OHWM) of a waterbody with listed salmonids, 2) adds > 5,000 square feet of impervious surface, OR 3) includes any new impervious surface within 150 feet of a stream waterbody with listed salmonids, it may need to go through formal consultation with the NMFS and USFWS)

4. Has the applicant obtained Endangered/Threatened Species lists and critical habitat lists from both National Marine Fisheries Service (NMFS) and U.S. Fish and Wildlife Service (USFWS) for the project area?

Yes No

List NMFS species/habitat here (and attach documentation):

Endangered: none

Threatened: There are no threatened species in the project area. Puget Sound steelhead are presumed present in Flett Creek, approximately 0.4 mile northwest of the project area; Puget Sound chinook are presumed present in Flett Creek, approximately 1.5 mile northwest of the project area (see Table 1). The project will have no impacts on Flett Creek.

Proposed: none

List USFWS species/habitat here (and attach documentation):

Endangered: none

Threatened: Several endangered species are listed as occurring in Pierce County, however no suitable habitat is present in the project area for any of the species (see Table 1).

Proposed: none

Table 1.
U.S. Fish and Wildlife Service and National Oceanic and Atmospheric Administration
Threatened and Endangered Species Considered for
the Sounder Yard and Shops Facility Project

Species	Federal Status	Designated Critical Habitat (CH)	CH in Project Area?	Effect Determination	Suitable Habitat in Project Vicinity?
Puget Sound Fish Species (NMFS)¹					
Puget Sound Steelhead (<i>Oncorhynchus mykiss</i>)	Listed Threatened May 11, 2007	Proposed	No	No effect	No. Occurs in Flett Creek (migration) approximately 0.35 mile northwest of project area. ³
Puget Sound chinook (<i>Oncorhynchus tshawytscha</i>)	Listed Threatened June 28, 2005	Designated	No	No effect	No. Presumed present in Flett Creek 1.5 mile northwest of project area. ³
Pierce County T&E (USFWS)²					
Oregon Spotted frog (<i>Rana pretiosa</i>)	Listed Threatened September 9, 2014	Proposed	No	No effect	No. Occurs in wetlands within forested landscapes.
Marbled murrelet (<i>Brachyramphus marmoratus</i>)	Listed Threatened September 28, 1992	Designated	No	No effect	No suitable habitat in the project vicinity.
Yellow-Billed Cuckoo (<i>Coccyzus americanus</i>)	Listed Threatened November 3, 2014	Proposed	No	No effect	No. Breeds in wooded riparian areas.
Streaked Horned lark (<i>Eremophila alpestris strigata</i>)	Listed Threatened April 3, 2013	Designated	No	No effect	No suitable habitat in the project vicinity. Breeding area 1 mile southeast of project area at Joint Base Lewis-McChord Airforce Base. Habitat consists of large expanses of bare or thinly vegetated land, including fields, prairies, dunes, upper beaches, airports, and similar areas with low/sparse grassy vegetation (Natureserve).
Bull Trout (<i>Salvelinus confluentus</i>)	Listed Threatened November 1, 1999	Designated	No	No effect	No, closest occurrence is Puyallup River (migration).
Golden Paintbrush (<i>Castilleja levisecta</i>)	Listed Threatened June 11, 1997	None	Not Applicable (NA)	No effect	No suitable habitat in the project vicinity. Occurs in open grasslands at elevations below 100 m. Often on glacial outwash or deposits (Natureserve).

Species	Federal Status	Designated Critical Habitat (CH)	CH in Project Area?	Effect Determination	Suitable Habitat in Project Vicinity?
Marsh Sandwort (<i>Arenaria paludicola</i>)	Listed Endangered August 3, 1993	None	NA	No effect	No suitable habitat in the project vicinity. Plants have been found in areas with shallow standing water and with no standing water. Substrates are saturated, acidic, organic bog soils (Natureserve).
Water howellia (<i>Howellia aquatilis</i>)	Listed Threatened July 14, 1994	None	NA	No effect	No suitable habitat in the project vicinity. Habitat is small vernal wetlands with firmly consolidated bottoms (Natureserve).
Canada Lynx (<i>Lynx canadensis</i>)	Listed Threatened March 24, 2000	Designated	No	No effect	No suitable habitat in the project vicinity.
Gray wolf (<i>Canis lupus</i>)	Listed Endangered March 9, 1978	None	NA	No effect	No suitable habitat in the project vicinity.
Grizzly bear (<i>Ursus arctos horribilis</i>)	Listed Threatened July 28, 1975	None	NA	No effect	No suitable habitat in the project vicinity.
Roy Prairie pocket gopher (<i>Thomomys mazama glacialis</i>)	Listed Threatened April 3, 2013	Designated	No	No effect	No suitable habitat in the project vicinity; this species is associated with glacial outwash prairies (79 FR 19772).

NOTES:

¹ Source: Salmonscape website.

² Source: iPAC official species list for the project area.

³ Source: Streamnet interactive mapping.

5. Has the applicant obtained Essential Fish Habitat (EFH) lists from the NMFS website (as required by the Magnuson-Stevens Fishery Conservation and Management Act (MSA)) for the project area?

Yes No

List Essential Fish Habitat here (and attach documentation):

The Puget Sound subbasin is listed EFH for Chinook Salmon, Coho Salmon (see Appendix B).

6. List the names of your partners for the project. Identify the project lead agency.

N/A

Sound Transit & Federal Transit Administration (lead agency for NEPA)

7. Check the federal permits needed for your project. List the numbers of the nationwide permits if needed.

	N/A	Pending	Approved
ACOE Nationwide _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ACOE Individual _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
NPDES (Gen. or Ind.) _____	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8. Check State and local permits needed for your project. Circle jurisdiction.

	N/A	Pending	Approved
HPA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Surface Mining	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Forest Practices	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shoreline	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shoreline Exemption	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clearing and Grading	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Building or Subdivision	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sensitive Areas Ordinance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9. Which federal, State, or tribal agencies have you contacted regarding your project and its impacts?

N/A

FTA has been contacted and agrees with the CE approach.

Describe any modifications to the project as a result of these contacts:

No modifications have been requested or needed.

10. What is the specific location of your project? Provide the zoning designation and the 1/4 section, section, township, WRIA(s), and range.

The improvements associated with the Sounder Yard and Shops Facility Project would extend south from Steilacoom Boulevard SW to 100th Street SW (see Figure 1). It is anticipated that Sound Transit plans to purchase two additional parcels at the northern end of the existing yard near Steilacoom Boulevard to accommodate the shops and vehicle parking (see Figure 2). The legal description is Township 19 North Range 2 East Section 1 and Township 20 North Range 2 East Section 36. The site is in WRIA 12 (Chambers/Clover). It is zoned industrial and commercial. Land uses adjacent to the property on the east and west are Industrial/Warehouse and Industrial/Commercial. South of 100th Street SW adjacent to the west side of the right-of-way are industrial uses, with residential land uses on the west side of Lakeview Avenue SW. To the east of the right-of-way in this area are a school and residential land uses. North of Steilacoom Boulevard SW is a cemetery and commercial uses.

Does the project occur within an existing transportation corridor?

Yes No

11. Is the project within 150 feet of a lake, river, stream or bay, etc.? Yes No

If so, name the waterbodies.

Do these waterbodies contain listed salmonids or bull trout? Yes No

If so, name the listed species and agency with jurisdiction (USFWS or NMFS).

12. a. Will blasting or pile-driving occur within 1 mile of suitable owl or murrelet habitat (specifically, old growth tree(s) or forest)? Yes No (if no, go to 12b)

b. Is the project within 0.25 miles of suitable owl or murrelet habitat? Yes No

13. a. Will blasting or pile-driving occur within 1 mile of a known bald eagle nest? (Contact the State Department of Fish & Wildlife for nest locations.) Yes No (must answer both 13a and 13b)

b. Is the project within 0.5 miles (line-of-sight) or 0.25 miles (non-line-of-sight) of a bald eagle nest, wintering concentration, roost, or foraging area?

Yes No

14. What is the size of the project (list area or length of disturbance), the amount of new impervious surface, and the total impervious surface? N/A
The entire site is approximately 35 acres. The amount of new impervious surface is 118,781 square feet.

In answering the following questions, please describe the impacts assuming no mitigation:

IMPACT ASSESSMENT

15. Describe the potential beneficial and adverse impacts upon aquatic resources that will be caused by construction of the project: N/A

The site is within the Clover Creek/Chambers or Murray Creek drainage basins. There are two wetlands mapped by the Pierce County Wetland Inventory on the site, however a site visit confirmed that there were no surface-water features or hydrophytic vegetation on the site.

- The project would increase impervious surface coverage. Drainage facilities will be provided and/or updated.
- No impacts on Flett Creek, which is approximately 0.3 mile north of Steilacoom Boulevard SW, are expected with BMPs to control stormwater runoff and erosion.
- Site disturbance and associated grading activities during construction could temporarily affect surface-water quality, but these impacts are expected to be avoided or minimized with appropriate BMPs.

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16. Describe the potential beneficial and adverse impacts upon aquatic resources resulting from the maintenance, use, or operation of the project (post-construction impacts): N/A

Currently stormwater runoff on the Century Yard site is managed through pre-treatment prior to infiltration. A water quality/infiltration ditch provides pre-treatment of precipitation which is then infiltrated into subsurface soil. Runoff treatment will be provided for all new and replaced pollution generating impervious surfaces. Full infiltration is proposed for this site due to the favorable on-site soils that are well suited to infiltration. All runoff from impervious surfaces, both new and replaced, will be treated and infiltrated.

Rooftops and paved areas not subject to vehicular use are considered non-pollution generating, and do not require runoff treatment. However, if flow from non-pollution generating surfaces mixes with flow from pollution generating surfaces, then it will also be treated.

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17. Describe the potential beneficial and adverse impacts upon terrestrial resources that will be caused by construction of the project: N/A

The project area provides minimal, low-quality habitat for wildlife and migratory bird species and therefore adverse impacts to these terrestrial resources are not anticipated. In addition, large vegetated open space areas located immediately north of the project site, provide more opportunity for nesting and foraging habitat.

There is an osprey nest approximately 0.8 miles west of the project site. While short-term construction noise could potentially disturb the osprey, migratory birds and any other wildlife in the vicinity, species present in the project area are likely accustomed to human-induced noise associated with the existing industrial land uses. Any avoidance of the area during construction would be temporary and species would be expected to return to their pre-construction behavior after completion of the project.

There is a small patch of Garry oak (*Quercus garryana*) at the south end of the project site, approximately 90 feet north of 100 Street SW. Garry oak is Washington's only native oak and is the "official tree" of the City of Lakewood. The oak trees will be protected and maintained during construction according to Lakewood City Ordinance No. 00157.

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18. Describe the potential beneficial and adverse impacts upon terrestrial resources resulting from the maintenance, use, or operation of the project (post-construction impacts): N/A

- Removing vegetation such as grasses and small shrubs east of the rail bed would remove habitat and could displace small mammals and birds.
- Train traffic and maintenance activities could disrupt wildlife; however, the site is in an urbanized area with existing rail traffic and industrial noise.

MITIGATION

19. Is the project likely to alter the water quality of any water bodies such as bays, estuaries, lakes, streams, rivers or wetlands (through sedimentation, urban runoff, toxics, turbidity, etc.)?

Yes No (If yes, answer a and b.)

a. What mitigation is proposed for construction impacts?

b. What mitigation is proposed for long-term impacts?

20. Will the project discharge water or generate runoff to any water bodies such as bays, estuaries, lakes, streams, rivers or wetlands?

Yes No (If yes, answer a and b.)

a. What mitigation is proposed for construction impacts?

b. What mitigation is proposed for long-term impacts?

21. Are clearing and grading activities part of the project? What is the area of direct disturbance? Include soil-disturbing activities, tree/shrub removal, and alteration of upland habitat.

Yes No (If yes, answer a and b.)

a. What mitigation is proposed for construction impacts?

Construction BMPs (see Appendix A), such as the use of stabilized construction entrances, silt fencing, sediment traps, application of seeding or mulching for soil stabilization, or other techniques, would be implemented as necessary in accordance with requirements of the NPDES permit for construction.

Measures would be implemented before and during project construction to avoid or minimize effects on vegetation and wildlife resources. Examples of these measures are minimizing vegetation clearing, restoring temporarily affected areas, preparing and implementing a revegetation plan, and implementing construction methods to avoid impacts on migratory birds. The existing patch of Garry oak located in the far south portion of the project area, approximately 90 feet north of 100th Street SW, would not be disturbed to minimize impacts to vegetation and wildlife habitat. The oaks would be surrounded by a temporary three-foot high chain-link fence during construction to avoid damage to the trees or their root systems.

In accordance with the Migratory Bird Treaty Act, Sound Transit would consult with the U.S. Fish and Wildlife Service on measures to avoid impacts on migratory birds. Measures likely to be required may include preconstruction surveys for migratory birds and/or restrictions on vegetation clearing during the breeding season for migratory birds. Except where hazard trees pose an immediate threat to rail safety or reliability, vegetation maintenance and hazard tree removal would be conducted outside of the breeding season for migratory birds.

b. What mitigation is proposed for long-term impacts?

none

22. Will the project remove or modify riparian vegetation within 150 feet of a water body?

Yes No (If yes, answer a and b.)

a. What mitigation is proposed for construction impacts?

b. What mitigation is proposed for long-term impacts?

23. Will the project place a structure within—or cause any change to—the bed or banks of a body of water?

Yes No (If yes, answer a and b.)

a. What mitigation is proposed for construction impacts?

b. What mitigation is proposed for long-term impacts?

24. Will the project place fill or structures within any 100-year floodplain?

Yes No (If yes, answer a and b.)

a. What mitigation is proposed for construction impacts?

b. What mitigation is proposed for long-term impacts?

25. Will the project divert water to or from the bay, estuary, lake, stream, river or wetland?

Yes No (If yes, answer a and b.)

a. What mitigation is proposed for construction impacts?

b. What mitigation is proposed for long-term impacts?

26. Will construction and/or operation of the project produce noise above ambient levels?

Yes No

If so, explain:

Elements that contribute to noise and vibration resulting from the short-term construction and long-term operation of the project include:

- Train operation and horn blows, as required for train movements across 100th Street SW for nighttime maintenance work
- Train idling time in the yard
- Train brake squeal and air release
- Wheel squeal associated with the track curves
- Guideway type
- Track crossover/switches for trains entering and exiting the yard
- Updates to current train traffic and vehicular traffic data
- Proposed shop facilities
- Additional noise sources from the yard including maintenance operations, building components, parking, etc.

27. Has all necessary environmental documentation been provided to FTA (request letters, agency response documentation, permit approvals)?

Yes No

Appendix A

Best Management Practices (BMPs) / Conservation Measures (CM) Checklist

Please confirm use of the following measures in your project. If the question is not applicable, check "NA" in the space to the right and provide an explanation of why. Consult your FTA Region 10 contact for more information on this checklist.

Conservation Measures During Construction

Exposed Soils/Riparian Vegetation:

- Yes No N/A Minimize the areal extent of exposed soil at any given time. Stabilize all unstable slopes with the potential to impact listed fish-bearing waters.
- Yes No N/A Replant disturbed riparian areas outside of the 150 foot setback with native species at a 2:1 ratio, including the removal of mature trees (greater than 6 inches diameter breast height, or dbh).
- Yes No N/A Do not place temporary material storage piles (>12 hours storage) in the 100-year floodplain during the rainy season unless storage occurs when flooding is not imminent, and storage piles with erosive material are covered with plastic tarps (or similar) and surrounded with erosion control devices.
- Yes No N/A Conduct extensive soil-disturbing work, including excavation, in the "dry" season (generally from June to October).
- Yes No N/A Prepare a Temporary Erosion and Sediment Control (TESC) Plan prior to construction to identify standard erosion and sediment control procedures.

Stormwater Maintenance:

- Yes No N/A Develop and implement a Stormwater Site Plan for > 1 acres of clearing, grading, or grubbing.
- Yes No N/A No untreated, undetained stormwater or dewatering will leave the limits of the construction site.
- Yes No N/A Discharged water will not exceed existing (baseline) conditions based on a 2-year storm event.

Spill Controls

- Yes No N/A Restrict vehicle use in wetland and/or riparian areas.
- Yes No N/A Maintain a 300 ft setback for construction staging areas and equipment refueling near wetlands, streams, rivers, or drainages.
- Yes No N/A Prepare a Spill Prevention, Containment, and Control Plan (SPCCP) prior to construction to address potentially toxic materials used on-site during construction.
- Yes No N/A Keep spill clean-up equipment available onsite during construction, and include a spill control separator in the overall drainage system, if necessary.
- Yes No N/A Paving, chip sealing, and/or painting should occur in dry weather. Use 2-gallon pails and drip pans/protective devices when available.
- Yes No N/A For projects involving concrete, establish concrete truck chute cleanout areas to properly contain wet concrete. Protect all inlets and catchments from fresh concrete, tackifier, paving, or paint stripping if inclement weather unexpectedly occurs.
- Yes No N/A Collect and dispose debris accumulations prior to fresh water flushing. Use clean water only.
- Yes No N/A Clean paint materials and maintenance equipment outside of surface waters. Do not discharge cleaning runoff into surface waters.

Long-Term Conservation Measures

- Yes No N/A All construction & operation will occur greater than 150 feet from a listed salmonid-bearing waterbody.
- Yes No N/A Oil-water separators, bioswales, or other appropriate water quality treatment will be provided for 100% of all new and disturbed impervious surfaces..
- Yes No N/A Stormwater infiltration facilities will be designed with appropriate infiltration conditions and will be upgraded to handle increased flows or treatment.
- Yes No N/A Stream modifications or in-stream structures will not occur.

Explanations for "NA" Checked Boxes

Replant disturbed riparian areas outside of the 150-foot setback with native species at a 2:1 ratio, including the removal of mature trees (greater than 6 inches diameter breast height, or dbh).

No riparian areas will be disturbed by this project.

Do not place temporary material storage piles (>12 hours storage) in the 100-year floodplain during the rainy season unless storage occurs when flooding is not imminent, and storage piles with erosive material are covered with plastic tarps (or similar) and surrounded with erosion control devices.

No temporary materials will be stored in floodplains for this project.

Restrict vehicle use in wetland and/or riparian areas.

No work will occur in wetland areas.

Maintain a 300 ft setback for construction staging areas and equipment refueling near wetlands, streams, rivers, or drainages.

The project is more than 300 feet from any wetlands, streams, rivers, or drainages.

Stream modifications or in-stream structures will not occur.

The project does not involve any work around streams.

Appendix B

NMFS Essential Fish Habitat Maps

