SEPA
ENVIRONMENTAL CHECKLIST

BNSF RAILWAY
STANWOOD SIDING EXTENSION AND CROSSOVER PROJECT

Prepared by:

InterMountain Resources (IMR) for the

BNSF Railway (BNSF)

June 2009

SEPA ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of proposed project, if applicable:

Stanwood Siding Extension and Crossover Project

2. Name of applicant:

BNSF Railway (BNSF)
Washington State Department of Transportation (WSDOT)

3. Address and phone number of applicant and contact person:

Applicant

BNSF Railway Company
2454 Occidental Avenue South
Suite 2D
Seattle Washington 98134-1451

Contact

Donald Omsberg
BNSF Manager Engineering
206-625-6264
donald.omsberg@bnsf.com

Applicant

Washington State Department of Transportation
State Rail and Marine Office
310 Maple Park Avenue SE
PO Box 47407
Olympia WA 98504-7407

Contact

Kevin Jeffers, P.E.
360-705-7982
or
Elizabeth Phinney
360-705-7902

4. Date checklist prepared:

04/30/09

5. Agency requesting checklist:

Washington State Department of Transportation

6. Proposed timing or schedule (including phasing, if applicable):

Construction is anticipated to begin in September 2009 and is expected to take four months to complete.

7. Do you have any plans for future additions, expansion, or further activity

related to or connected with this proposal? If yes, explain.

No.

8. **List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.**

"Waters of the U.S. Delineation, Impacts, and Mitigation Report" (Corps of Engineers Reference # NWS-2008-1520-NO)
Biological Evaluation
Coastal Zone Consistency Analysis
Water Quality Management Plan
Stormwater Pollution Prevention Plan
"Cultural Resources Survey of the BNSF Stanwood Siding Project"

9. **Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.**

No.

10. **List any government approvals or permits that will be needed for your proposal, if known.**

The Stanwood Siding Extension and Crossover Project is located on BNSF property and within the BNSF right-of-way. This section of the BNSF railway is a main line, interstate railroad and as such has pre-emption from state, local, and municipal permitting. Only permits with a federal jurisdiction are being sought. For this project, this includes: Section 404/Corps of Engineers related to the unavoidable wetland fill; Section 401 Water Quality Certification/WADOE related to the Section 404 (Federal Permit); CZM Certification of Consistency/WADOE; and NPDES/WADOE related to more than one acre of proposed soil/earth-disturbing activities.

11. **Give a brief, complete description of your proposal, including the proposed uses and the site of the project. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.**

The proposed project will extend the existing BNSF Stanwood Siding and includes switching and signal improvements to improve capacity, efficiency and safety for both freight and passenger trains. This project will reduce potential train backup and delay on public road crossings and will improve service and safety for the new Amtrak station being built in Stanwood. The existing siding north of Stanwood is too short to accept full-length trains necessary to accommodate increased

capacity through this area. The new siding extension track will be west of the existing main line, constructed fully within the BNSF right-of-way, and primarily on the existing track structure. Key components of the siding track and infrastructure improvements are: 1) construction of the required safe railroad structural prism and maintaining safe / secure operations during construction; 2) relocation of signals, switches, controls and communications; and 3) reconstruction of existing stormwater conveyance ditches between the tracks and agriculture fields and adjacent highways.

The proposed project will also install a crossover on the existing BNSF Railway main line tracks just south of 102nd Ave NW (also known as Old Pacific Highway). The crossover will allow a passenger train and a freight train to use the siding simultaneously while a third train passes on the main track. Once the third train passes, the passenger train can then pass the freight train.

Another element of the proposed project will eliminate the at-grade rail crossing at 292nd St NW (also known as Logen Road). The extended siding will be used for freight and passenger trains to meet and pass, which, if the crossing is not eliminated, would cause trains to sometimes be parked on the siding and block the crossing for extended periods of time. Eliminating the crossing will substantially increase safety for vehicles and trains at this location. Two nearby alternate routes connecting to the Pacific and Pioneer highways will provide vehicle access to Stanwood and I-5.

As part of the at-grade crossing closure, the project will also make grade crossing signal improvements at 271st St NW, 300th St NW and 102nd Ave NW (also known as Old Pacific Highway, adjacent to Pioneer Highway).

12. **Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.**

The proposed project is located on the BNSF Railway main line north of the City of Stanwood in Snohomish County in Township 32N, Range 3E, portions of Sections 12 and 13, and Township 32N, Range 4E, portions of Sections 19 and 24. Track improvements will begin approximately 2300 feet south of 292nd St NW (also known as Logen Road) and extend north to approximately 2200 feet north of 102nd Ave NW (also known as Old Pacific Highway). (Please see the attached vicinity maps.)

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other:

b. What is the steepest slope on the site (approximate percent slope)?

0-5%, with rail grade side slopes up to 30%.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

The vicinity mainly consists of poorly drained soils that formed in alluvium in small depressions of the river valley. The four mapped soil series are Mukilteo muck (34); Puget silty clay loam (55); Snohomish silt loam (64); and Tokul-Winston gravelly loams (77), 25 to 65 percent slopes (77).

d. **Are there surface indications or history of unstable soils in the immediate vicinity? If so, please describe.**

No.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

Approximately 74,000 cubic yards of structural rock will be used for the development of the siding crossover and extension project. The source of rock will be from local / regional commercial quarries, as approved for use as railroad structural support.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Soil erosion is very low on the site because of the generally flat conditions and nature of the construction practices involving compacted stabilized material. Surface water quality protection Best Management Practices (BMPs) have been identified on a site-specific basis in the project SWPPP. The BMPs will be implemented according to the project sequence and project work staging called out in the SWPPP. The SWPPP, when implemented, will contain all erosion and sediment that could occur during construction within the project boundaries.

f. About what percent of the site will be covered with impervious surfaces after

project construction (for example, asphalt or buildings)?

The new siding and extension will be west of the existing main line and will be constructed within the BNSF right-of-way on imported fill and adjacent low infiltration rated soils.

The structural fills and rock are generally more pervious than the underlying soils and match the existing grade. The change in the runoff coefficient from existing right-of-way structural fill and poorly drained soils to new structural rock fill is less than 5%. There will be less than 1% of the area of the project that will have signal bungalow buildings, or impervious pavement.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any.

Construction Best Management Practices (BMPs) will be implemented according to the most recent version of the Stormwater Management Manual for Western Washington, 10/2005. The BMPs used will be those most appropriate for the project site and will include, but are not limited to, such items as stabilized construction entrances, filter fabric fences, sediment / straw roll barriers, sediment traps and basins, brush filter and rock filters, and permanent seeding.

2. Air

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

Some dust could be generated during construction. As needed, the work area will be watered to control dust and open soil traffic areas will be covered with clean rock and maintained as such throughout the duration of the work. Heavy equipment will emit exhaust during construction. Following completion of the project, emissions from the site will be limited to diesel train exhaust passing the site, which is pre-existing to the project.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No.

c. Proposed measures to reduce or control emissions or other impacts to air, if any.

Project vehicles will be maintained in proper working order so that emissions will be within acceptable levels, per local or federal air quality guidelines. Dust control measures during construction (i.e. watering of open soil areas or road surfaces, placement of clean rock with no fines on road surfaces, dust palliative applications to road surfaces, etc.) will be available and implemented as needed.

3. Water

a. Surface:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Hydrology in the project area generally flows from east to west, then along and under the tracks in road, highway, or railroad drainage ditches to existing agricultural drainage ditches, and indirectly to Skagit Bay. There are no intertidal effects or estuarine habitat conditions within the project limits.

There is one named creek crossing within the project limits (Hancock Creek), as well as several small drainage ditch connections that flow to large drainage district agricultural ditches that eventually drain to Skagit Bay approximately 1.5 miles to the west. Hancock Creek flows from the east and crosses under Deitling Road (300th St NW), under the railroad (from Wetland G to Wetland I – see IMR prepared 'Waters of the US Wetland Delineation, Impact Assessment, and Proposed Mitigation Report,' dated 4/30/09), and under Old Pacific Highway through a number of small culverts, to a linear drainage ditch through a local dairy farm. The drainage ditch / creek then flows west across agricultural fields, as an excavated drainage channel (Hancock Slough), to Skagit Bay.

Douglas Creek crosses under the rail line approximately 500 feet south of the project limits in a linear ditched channel that flows west to Douglas Slough and Skagit Bay. No project activities impact this drainage. Neither Hancock Creek / Slough, nor Douglas Creek / Slough, nor the described ditches are listed by the WA Department of Fish and Wildlife or the National Marine Fisheries Service via their collaborative on-line 'StreamNet' database, as providing habitat for fish species. Stormwater runoff in the study area is collected by a series of drainage ditches, open channels, and pipe networks in agricultural fields.

The new siding extension track will be west of the existing main line and constructed fully within the BNSF right-of-way. To construct the extension, long narrow edge fills into wetlands along much of the existing railroad support prism

are unavoidable. Wetlands occur on both sides of the track structure and jurisdictional fills for the additional track would occur regardless of which side the siding was built. The design and layout of the new track has gone through several iterations in developing the necessary upgrades that would comply with BNSF operational needs. The iterations followed the 'avoid, minimize, and mitigate' for unavoidable jurisdictional fill process. As a result, 1.5 acres of unavoidable wetland fill was determined to be necessary for the completion of the project.

2) Will the project require any work over, in, or adjacent to (within 200 feet) of the described waters? If yes, please describe and attach available plans.

All drainage culverts will be extended, including those that carry Hancock Creek within the BNSF right-of-way, with the same capacity and function as the existing culverts. None of the creeks, sloughs, or ditches is listed on StreamNet as providing habitat for fish species.

Jurisdictional fills on the west side were determined to be 1 +/- acre less, and into lower value areas, than fills to the east side would have been. Within the right-of-way area, there are approximately 6.18 acres of jurisdictional areas, of which 1.5 acres need to be filled for the additional track and infrastructure improvements.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

Approximately 1.5 acres of emergent wetlands on the west side of the railroad will be filled with clean structural materials from commercial quarries.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

Portions of the project are within Zone AE - 'Special Flood Hazard Area Inundated by 100-Year Flood.' * The northern portion is identified as Zone AE (AE = Base flood elevations determined), Elevation 9 and the southern portion is identified as Zone AE, Elevation 10. The center portion of the project is identified as Zone X (X = Areas determined to be outside 500-year floodplain.) * From FIRM (Flood Insurance Rate Map) Snohomish County, Washington and Incorporated Areas; Panel 40 of 1575; Map Number 53061C0040 E; Effective Date – 11/08/1999.

6) Does the proposal involve any discharges of waste materials to surface

waters? If so, describe the type of waste and anticipated volume of discharge.

No.

b. Ground:

1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities, if known.

No ground water will be withdrawn, nor will water be discharged to the ground water.

2) Describe waste material that will be charged into the ground from septic tanks or other sources, if any (for example: Domestic sewage, industrial, containing the following chemicals; agricultural; etc.) Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

There will be no waste material discharged to ground water.

c. Water Runoff (including stormwater):

1) Describe the source of runoff (including stormwater) and method of collection and disposal, if any (including quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

The only source of runoff will be incidental precipitation. To prevent sediments from traveling beyond the work zone during construction, a series of Best Management Practices (BMPs) will be utilized specific to this project and location. These BMPs include such items as construction entrances, filter fabric / sediment fences, straw rolls / barriers, sediment traps, vegetation and rock filters, and permanent seeding and mulching. All runoff from the site will meet water quality standards and background.

The amount of runoff following construction will not be significantly different than that prior to construction due to the minimal change in runoff coefficient of the construction area and materials.

2) Could waste materials endanger ground or surface waters? If so, generally describe.

No.

d. Proposed measures to reduce or control surface, ground, or runoff water impacts, if any:

Construction BMPs will be implemented according to the most recent version of the Stormwater Management Manual for Western Washington, 10/2005. The BMPs used will be those most appropriate for the project site and will include, but are not limited to, such items as stabilized construction entrances, filter fabric fences, sediment / straw roll barriers, sediment traps and basins, brush filter and rock filters, and permanent seeding.

4. Plants

a. Check or circle types of vegetation found on the site:

_x_ **deciduous tree: alder, maple, aspen, other**
_x_ **evergreen tree: fir, cedar, pine, other**
_x_ **shrubs**
_x_ **grass**
_x_ **pasture**
_x_ **crop or grain**
_x_ **wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other**
__ **water plants: water lily, eelgrass, milfoil, other**
_x_ **other types of vegetation weeds, introduced species, *bare ground***

b. What kind and amount of vegetation will be removed or altered?

Shrubs, grasses, wet soil plants, and weeds will be removed. Total area of vegetation removed will be approximately 4 acres. Much of the area of work is already devoid of significant vegetation cover as it is a rail grade or adjacent vegetation-controlled areas.

c. List threatened or endangered species known to be on or near the site.

No ESA listed species are known to be on or near the site. The Corps of Engineers, ESA Coordinator, reviewed the prepared Biological Evaluation and presented a Memorandum for Record (MFR – dated 26 May 2009) that states a 'No Effect' determination for ESA species and critical habitat.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Permanent native grass seeding and mulching will be done to cover disturbed areas. The replaced stormwater conveyance ditch areas will be restored with similar grass and shrub species that were present in the moved ditches.

5. Animals

a. Circle any birds and animals that have been observed on or near the site or are known to be on or near the site:

birds: hawk, heron, eagle, songbirds, other: ducks, geese, gulls, crow
mammals: deer, bear, elk, beaver, other: small rodentia
fish: bass, salmon, trout, herring, shellfish, other:

b. List any threatened or endangered species known to be on or near the site.

No ESA listed species are known to be on or near the site. The Corps of Engineers, ESA Coordinator, reviewed the prepared Biological Evaluation and presented a Memorandum for Record (MFR – dated 26 May 2009) that states a 'No Effect' determination for ESA species and critical habitat. Additionally, the MFR stated that the project 'Would Not Adversely Affect' essential fish habitat (EFH).

c. Is the site part of a migration route? If so, explain.

No.

d. Proposed measures to preserve or enhance wildlife, if any:

There are no proposed enhancements for wildlife proposed or desired near this main line railroad transportation corridor. The mitigation plan for the wetland impacts proposes a significant increase in wildlife and fish habitat value from the jurisdictional areas proposed to be filled.

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

During construction, the contractor will be using diesel- and gas-fueled construction equipment. Diesel fuel will also be used by the trains on the tracks. A minor amount of electricity will be used to operate the signals and switches. The use of electricity should be similar to current conditions, with the possibility that it could increase slightly as rail traffic on the tracks increases over time.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

Does not apply.

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

No environmental health hazards are anticipated as a result of project construction. Continued railroad operations will be consistent with applicable Hazardous Waste Transport rules and regulations.

1) Describe special emergency services that might be required.

BNSF does not anticipate that special emergency services will be required. Following construction, BNSF is equipped to respond to derailments or other rail operation accidents. During rail operations, BNSF personnel will be required to comply with BNSF's Health and Safety Plan. Per BNSF Standard Operating Procedures (SOP), the contractor will submit an emergency action plan for construction prior to starting.

2) Proposed measures to reduce or control environmental health hazards, if any:

During construction, the contractor will be required to follow the applicable Washington Industrial Safety and Health Administration (WISHA) regulations. BNSF will require the contractor's Health and Safety Plan to define the appropriate engineering control methods and personal protection equipment for the health and safety of their workers. The contractor will be required to have a safety officer on-site at all times. In addition, the contractor's employees are required to attend a BNSF safety orientation.

During railway operations, BNSF personnel will be required to comply with BNSF's Health and Safety Plan.

b. Noise

1) What types of noise exists in the area which may affect your project (for example: traffic, equipment, operation, other)?

The area is currently a transportation corridor for the BNSF railway; however, train noise will not affect this project. The noise generated by vehicles using the adjacent roadways will also not affect this project.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

During construction, operation of heavy equipment will generate noise. Construction times will be limited to normal daylight working hours.

During operation, noise will be generated by trains. An increase in the number of trains can be anticipated as demand increases over time. Trains will continue to pass the site 24 hours per day. Normal train noise is exempt from noise regulation per WAC 173-60-050 (4)(c).

3) Proposed measures to reduce or control noise impacts, if any:

None are proposed.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

The site is currently used as an interstate, main line railroad corridor. The adjacent properties consist of state highway and local roadways. Nearby properties are rural residences and agricultural properties.

b. Has the site been used for agriculture? If so, describe.

No, but agriculture exists outside the right-of-way.

c. Describe any structures on the site.

There are no structures on the project work site, other than the existing railroad tracks / siding and associated signals and bungalows, railroad switching mechanisms, etc.

d. Will any structures be demolished? If so, what?

No. Signal bungalows will be relocated.

e. What is the current zoning classification of the site?

Agriculture – 10 (west side of BNSF)
Rural – (east side of BNSF)

f. What is the current comprehensive plan designation of the site?

Not applicable.

g. If applicable, what is the current shoreline master program designation of the site?

The northern part of the project is designated "Resource" and the rest is not designated.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

No.

i. Approximately how many people would reside or work in the completed project?

No one resides at the current project site and will not reside at the completed project site. Track crews of 1-4 persons can be on-site periodically as needed for routine maintenance work.

j. Approximately how many people would the completed project displace?

None.

k. Proposed measures to avoid or reduce displacement impacts, if any:

No measures are needed.

l. Proposed measures to ensure the proposal is compatible with existing and project land uses and plans, if any:
This project is a continuation of an existing historic use.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

None.

b. Approximately how many units, if any, would be eliminated? Indicate

whether high, middle, or low-income housing.

None.

c. Proposed measures to reduce or control housing impacts, if any:

None are proposed.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The tallest structures will be various rail signal posts, located in the middle portion and at the north end of the project work corridor, which will be up to 21 feet high. The signal posts are made of steel and painted gray. Aside from these posts, there will be six 8-foot by 8-foot electronics bungalows (in the middle portion and at the north end of the project) that are 8 feet high. All other structures such as track/ties/ballast and switches) will be within 3 feet of the final grade surface level.

b. What views in the immediate vicinity would be altered or obstructed?

None.

c. Proposed measures to reduce or control aesthetic impacts, if any:

None.

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

The only source of light will be the railroad signal system, which will operate continuously, as well as the lights on the trains. The signal system lights are only visible in a straight line-of-sight along the tracks. They will be no different than existing signal / train lighting.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

No, the purpose of the light is to safely signal trains.

c. What existing off-site sources of light or glare may affect your proposal?

None.

d. Proposed measures to reduce or control light and glare impacts, if any:

None are needed.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

None.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

None.

13. Historic and Cultural Preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

A cultural resources survey (Rain Shadow Research Report No. 206, dated December 2008) was prepared for this project. It was done in a manner and per professional protocol and criteria to meet the requirements of Section 106 of the NHPA (National Historic Preservation Act). No archaeological sites or artifacts during surface survey or shovel testing were identified in the area proposed for expansion.

The survey objective was to locate all surface and near-surface cultural resources and all historic properties. Fifty-two shovel tests were performed at the edge of the existing railroad structural prism where additional fill will be placed. It was determined that the railroad is not eligible for listing on the National Register of Historic Places because it consists of modern replacement materials and structures, and thus lacks cultural / historic integrity. Construction of the siding will not further alter the setting of the railroad. Therefore, the Rain Shadow Research report recommended that the proposed project would have *No Effect* on historic

properties. The Department of Archaeology and Historic Preservation concurred with that determination on June 25, 2009.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

Not applicable.

c. Proposed measures to reduce or control impacts, if any:

None are anticipated. However, in the unlikely event that any artifacts or features are discovered during the project, work will immediately stop and all provisions of the Archaeological Sites and Resources Act will be followed. A project- and site-specific 'Inadvertent Discovery Plan' will be prepared for the project prior to construction and earth-disturbing activities.

14. Transportation

a. Identify public streets and highways serving the site, and describe the proposed access to the existing street system. Show on site plans, if any.

There are three road crossings of the BNSF railway project area: 292nd St NW (Logen Road) (to be closed), 300th St NW, and 102nd Ave NW (Old Pacific Highway).

The project's main construction objective is to extend the siding track from Stanwood to the north, requiring the closure of the Logen Road at-grade crossing. BNSF is working with Snohomish County on mitigating this road closure, and the plan includes street improvements at 300th St NW for any increased traffic as well as a cul-de-sac on the east side of the Logen Road closure. The west side of the crossing will become a dead end. The cul-de-sac will be constructed at the existing crossing site and will not affect any areas that contain wetlands or archeologically-sensitive sites.

b. Is the site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

The project work corridor is not currently served by public transit. The closest Snohomish County Public Transit (bus system) stop is in the City of Stanwood at 88th Ave NW & 270th St. NW, approximately one mile south of the southern end of the project.

An Amtrak station is also under construction (completion date expected in the Fall of 2009) in the City of Stanwood that will be a point of public transit (passenger rail) service.

c. How many parking spaces would the completed project have? How many would the project eliminate?

No parking is proposed for the project; none will be eliminated.

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

BNSF has agreed to fund street improvements requested by Snohomish County to accommodate emergency response vehicles on 300th St NW that might have otherwise taken 292nd St NW (also known as Logen Road). The existing gates and flashers on the west side of the 300th St NW crossing will be moved to accommodate the siding extension at this location.

The alternate route from the south would be to use the 271st St NW crossing, outside of the work corridor. The 271st St NW crossing will receive new gates, flashers and bungalow for the siding extension.

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

The project is an existing main line railroad improvement project designed to allow for improved operations and capacity for passenger and freight rail transportation. The Amtrak Station under construction in the City of Stanwood will directly benefit from the additional rail operations capacity developed as a result of the project.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

No increase or decrease in vehicle trips per day is anticipated.

g. Proposed measures to reduce or control transportation impacts, if any.

None. Improvements to existing crossings and faster clearing of trains across public crossings will result from this project.

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

No.

c. Proposed measures to reduce or control direct impacts on public services, if any.

None are proposed, other than the improved crossing signals and signages at the two public crossings.

16. Utilities

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

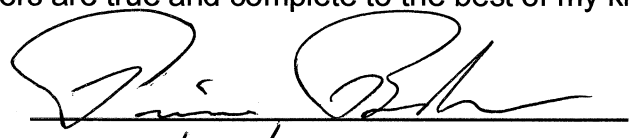
Electricity and fiber optics are available next to the site.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in immediate vicinity which might be needed.

Only electricity for the track signals will be needed at the site. Snohomish County Public Utility District No. 1 (SNOPUD) is the electricity provider for the project vicinity. The closest office is in Stanwood, WA.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge.

Signature: 

Date Submitted: 6/5/09