

**STATE ENVIRONMENTAL POLICY ACT  
MITIGATED DETERMINATION OF NONSIGNIFICANCE  
PORT OF GRAYS HARBOR, WASHINGTON**

Description of Proposal: The Port of Grays Harbor (Port) is proposing the Terminal 4 (T4) Expansion and Redevelopment Project (Proposed Project) to increase rail and shipping capacity at T4 at the Port to accommodate growth of dry bulk, breakbulk, and roll-on/roll-off (RORO) cargos. Elements of the Proposed Project include rail upgrades and site improvements (rail upgrades), Terminal 4A (T4A) cargo yard relocation and expansion, and T4 dock fender and stormwater upgrades. These project elements would be constructed by the Port. The Proposed Project also includes a new export terminal by Ag Processing, Inc. (AGP), at T4. Together, the Port Project and AGP Project are referred to as the Proposed Project. The Port and AGP may construct the Proposed Project in phases.

Proponent: Port of Grays Harbor

Location of Proposal: The Port is located on the Pacific coast of Washington state in the cities of Hoquiam and Aberdeen in Grays Harbor County. The Port is located near where the Chehalis River enters Grays Harbor, approximately 15 miles east from the Pacific Ocean at the mouth of Grays Harbor.

The Project Area is in Township 17N; Range 09W; and Sections 7, 8, 17, and 18. The coordinates (North American Datum of 1983 [NAD83]) of T4 are: 46.96083 N latitude/-123.83973 W longitude. The coordinates of the casting basin site are: 46.965956 N latitude/-123.833776 W longitude.

The Project Area includes Grays Harbor County Parcels 517090732001, 052209400001, 056402300000, 029902000200, 317090834003, 029902000102, 317090834004, 029902000103, 317090834001, and 029902000101. In addition to the properties identified above, the Proposed Project would also affect the PSAP right of way in the vicinity of the rail crossings at South Monroe Street and South Washington Street, in Aberdeen, Washington.

Lead Agency: Port of Grays Harbor

**Threshold Determination:** The lead agency has determined the proposal will not have a probable significant adverse impact on the environment. Pursuant to WAC 197-11-350(5), to avoid probable significant impacts, the proposal has been conditioned to include necessary mitigation measures. The necessary mitigation measures are listed below. While most mitigation measures apply to the full project, some would apply to specific elements of the project and are categorized by their applicability to different elements of the Proposed Project. An environmental impact statement (EIS) is not required under RCW 43.21C.030. This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available on the Port of Grays Harbor website: [www.portofgraysharbor.com/t4-project](http://www.portofgraysharbor.com/t4-project)

### **Mitigation Applicable to All Project Elements**

- Biological and marine mammal monitoring shall be conducted during construction.
- Pre-construction bird nest surveys shall be conducted to identify the presence of fledgling birds in the project area. If fledgling birds would be present during noise-intensive activities, feasible measures that could be implemented to reduce the chance of noise related impacts to fledgling birds shall be evaluated.
- To reduce the chance for impacts to special status bat species, pre-construction bat surveys shall be conducted before tear-down or demolition activities in structures that bats may roost in.
- All required regulatory permits and approvals for construction and operation of the project shall be obtained. The terms and conditions of those approvals shall be complied with, including implementation of best management practices (BMPs) that would minimize potentially adverse impacts to shoreline functions and values and critical areas.
- Project BMPs shall be implemented for stormwater management and spill and erosion prevention.
- The Stormwater Management Plan, Stormwater Pollution Prevention Plan, and Water Quality Monitoring and Protection Plan approved during the Clean Water Act (CWA) Section 401 certification process shall be implemented.
- All mitigation measures and permit provisions intended to limit stormwater and in-water turbidity effects included in the Washington State Department of Ecology (Ecology) CWA Section 402 National Pollutant Discharge Elimination System (NPDES) permit shall be complied with.
- Temporary Erosion and Sediment Control Plans shall be developed and BMPs included in those plans shall be implemented.
- A mitigation plan shall be implemented to account and compensate for any unavoidable impacts to wetlands, streams, or protective buffers. Mitigation for wetlands, streams, and their buffers shall comply with current guidance provided by Ecology, the U.S. Army Corps of Engineers, and local jurisdictions.

### **Rail Upgrades and Site Improvements Mitigation**

- To reduce rail vibration impacts, a ballast mat shall be installed under the rail in the location of the rail switch closest to nearby affected residences on Hood Street in Aberdeen, Washington.
- The Port of Grays Harbor, with assistance from the Puget Sound and Pacific Railroad (PSAP), shall engage public authorities in communities along the PSAP between the Port of Grays Harbor and the connection with the BNSF Railway and Union Pacific Railroad mainlines in Centralia, Washington to support further analysis and identification of noise impacts and work with affected communities to inform interested parties of the process to implement Federal Railroad Administration (FRA) quiet zones.

### **T4 Dock Fender and Stormwater Upgrades Mitigation**

- During in-water pile removal, the Port shall ensure an overall pile removal ratio of 1:1 at minimum, meaning that the number of piles installed as part of the Proposed Project will be equal to the number of piles removed. If the number of piles installed is greater than piles removed, the Port shall remove additional derelict creosote-treated piles so that the total piles installed and removed are equal, at minimum.


- Silt and bubble curtains and auditory deterrents shall be used around the construction site.
- A fish guidance net at the upstream end of the Terminal 4 work area shall be used during construction to route fish around construction areas with the highest potential for noise impacts.

**Comments:** This MDNS is issued under WAC 197-11-340 (2); the lead agency will not act on this proposal for 30 days from the date of issue below. Comments must be submitted by: August 28, 2023.

Comments can be made the following ways:

- In person at the Port's main office: A form will be available at the Port's front desk located at 111 S. Wooding Street, Aberdeen, WA 98520.
- By US Mail: Port of Grays Harbor, PO Box 660, Aberdeen, WA 98520
- By email: Comments can be submitted via email to [t4SEPAcomments@portgrays.org](mailto:t4SEPAcomments@portgrays.org)
- Website: A comment form will be available on the project website at [www.portofgraysharbor.com/t4-project](http://www.portofgraysharbor.com/t4-project)

**Appeal:** The Port does not have an administrative appeals process. Appeal of this determination shall be in accordance with the provisions of RCW 43.21C.075.

Responsible Official: Gary G. Nelson  
Position/Title: Executive Director  
Address: P.O. Box 660, Aberdeen, WA, 98520  
Date of Issue: July 28, 2023  
Issued By:   
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Gary Nelson, Executive Director  
Port of Grays Harbor