

## I-5/La Center Road Interchange Improvements Project

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### Record of Decision

July 2015

Clark County, Washington

#### Decision

In accordance with the National Environmental Policy Act (NEPA), this Record of Decision documents the Federal Highway Administration's decision to approve the portions of the I-5 La Center Interchange Improvements project (La Center Interchange Improvements) that affect the Interstate right-of-way and require FHWA approvals. The La Center Interchange Improvements project, located in Clark County, Washington, is required as traffic mitigation for the Cowlitz Indian Tribe Trust Acquisition, Reservation Proclamation and Gaming Development Project (Cowlitz Reservation Development). The Bureau of Indian Affairs (BIA), as the federal lead agency, completed its Record of Decision in April 2013 for the Cowlitz Reservation Development.

The selected alternative in the BIA's Record of Decision was identified as Alternative A in the 2008 Final Environmental Impact Statement (BIA 2008 FEIS), which includes the acquisition in trust of a 151.87-acre parcel near the I-5 La Center Interchange for the Cowlitz Indian Tribe. Through consultation with FHWA and the Washington State Department of Transportation (WSDOT), improvements to the I-5 La Center Interchange (La Center Interchange Improvements) were selected as traffic mitigation measures for construction of the Cowlitz Reservation Development.

FHWA's decision is based on an evaluation of information presented in the BIA 2008 FEIS, a BIA 2013 FEIS Evaluation of Adequacy, and the 2015 Environmental Reevaluation Report (completed in May 2015) that identified and documented any changes to the environmental conditions and potential effects associated with the La Center Interchange Improvements since the 2008 BIA FEIS.

Additional basis for this decision is contained in the balance of this Record of Decision document.

07/29/2015

Date of Approval



Daniel M. Mathis  
Division Administrator  
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## **1. I-5 La Center Road Interchange Improvements Project**

The Interstate 5 (I-5) La Center Road Interchange Improvements (La Center Interchange Improvements) site is located in Clark County, Washington, approximately 1.5 miles west of La Center, and 3 miles northeast of Ridgefield (see Figures 1 and 2 below). The project site is located east of the Cowlitz Reservation Development site, on and around the La Center Interchange and its functional area along the NW 319th Street/NW La Center Road corridors, including the two adjacent frontage roads on either side of the interchange. The Federal Highway Administration (FHWA), as a cooperating agency under the National Environmental Policy Act (NEPA), and as the federal agency responsible for project approvals related to actions within FHWA jurisdiction, is preparing this Record of Decision (ROD) for the portions of the La Center Interchange Improvements that affect Interstate right-of-way.

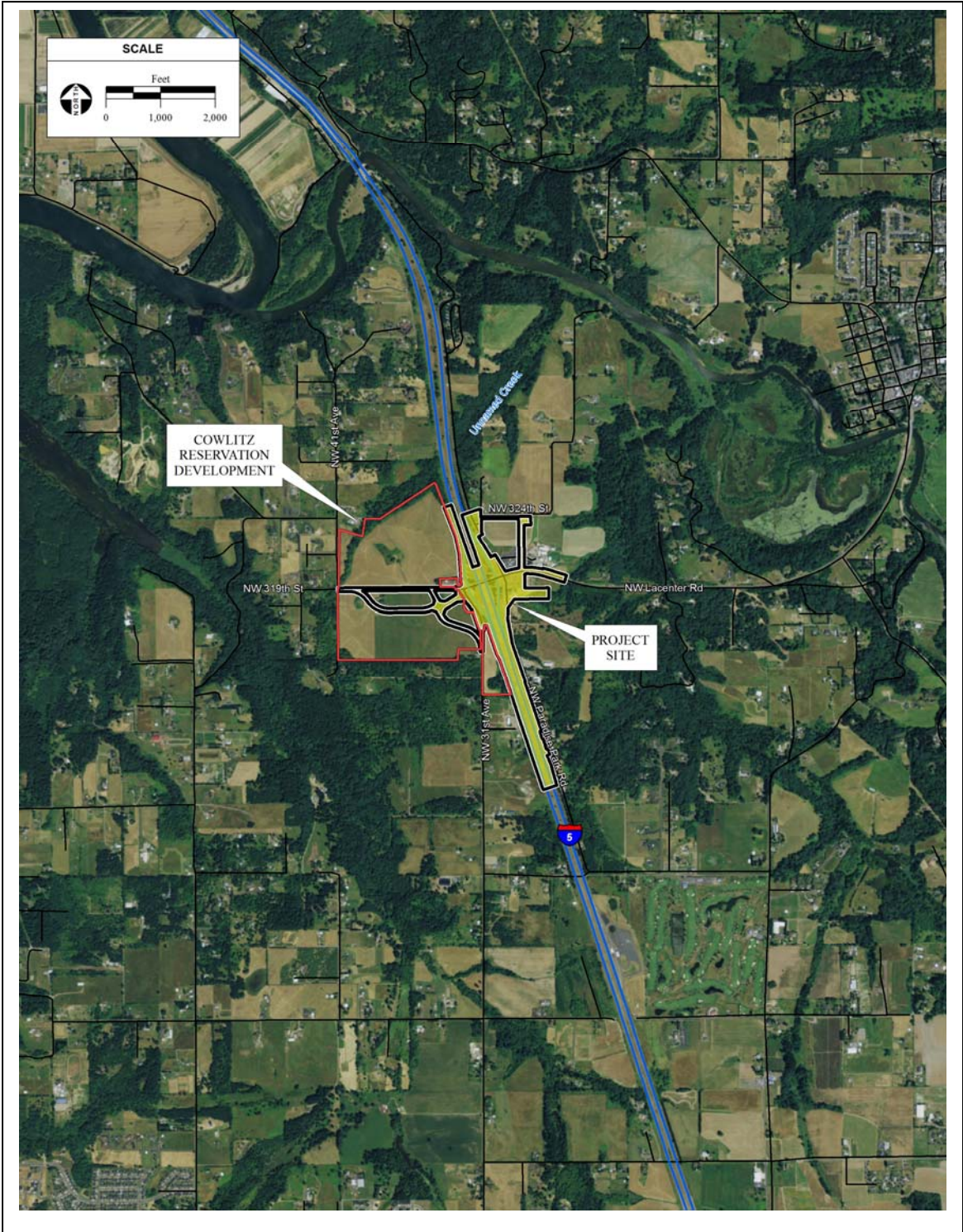
Through consultation with the FHWA and the Washington State Department of Transportation (WSDOT), improvements to the I-5 La Center Interchange were identified by the Bureau of Indian Affairs (BIA) as a traffic mitigation measure for construction of the Cowlitz Reservation Development project. FHWA and WSDOT served as Cooperating Agencies throughout the EIS process. The Cowlitz Reservation Development project impacts were analyzed in the BIA 2008 Final Environmental Impact Statement (BIA 2008 FEIS). The BIA issued a ROD on April 22, 2013 which approved the Cowlitz Reservation Development and adopted mitigation measures recommended within the BIA 2008 FEIS and the BIA 2013 Final EIS Evaluation of Adequacy (BIA 2013 Evaluation of Adequacy), including the La Center Interchange Improvements.

The La Center Interchange Improvements project is needed to implement traffic mitigation measures required to address traffic impacts caused, by the Cowlitz Indian Tribe's proposed reservation development project to be located on 151.87 acres of land that is held in trust by the U.S. Department of the Interior for the Cowlitz Indian Tribe along the west side of I-5. Implementation of the La Center Interchange Improvements is subject to discretionary approvals from FHWA and WSDOT. To assist FHWA with NEPA compliance an Environmental Reevaluation Report was prepared to identify and document changed environmental conditions and effects associated with construction of the La Center Interchange Improvements since the 2008 FEIS. (See 23 C.F.R. §771.129).

Figure 1. Regional Location



Figure 2. Project Site and Vicinity



## 2. Environmental Review Process

The FHWA, as a cooperating agency under NEPA, completes this Record of Decision for elements of the Cowlitz Reservation Development's traffic mitigation measures that affect Interstate right-of-way and require FHWA approvals. The Cowlitz Reservation Development's traffic mitigation measures will impact the I-5 La Center Road Interchange. The BIA, as the federal lead agency, issued a Record of Decision for the Cowlitz Reservation Development on April 22, 2013. BIA's Record of Decision selected the preferred alternative for the Cowlitz Reservation Development on land located west of the La Center Interchange.

The BIA originally published a Notice of Intent (NOI) in the Federal Register on November 12, 2004, announcing the BIA's intent to prepare an EIS to address the environmental impacts of the Cowlitz Reservation Development project. The Draft EIS (EIS No. 200600122) was made available in April 2006 initiating a public review period. Public hearings were held at the Skyview High School Auditorium in Vancouver, Washington on June 14 and June 15, 2006. The total comment period for the Draft EIS was 136 days. Substantive comments on the Draft EIS received during the comment period, including those submitted or recorded at the public hearing, were considered and responded to in the preparation of the 2008 Final EIS.

The Final EIS (EIS No. 20080212) was issued on May 30, 2008 and the ROD was issued by BIA on December 17, 2010. The decision was challenged in the United States District Court for the District of Columbia. On March 13, 2013 that court instructed BIA to rescind the 2010 ROD and issue a new ROD in order to address a procedural issue with the preparation of the Administrative Record. In April 2013, the BIA conducted a NEPA re-evaluation of the BIA 2008 FEIS (BIA 2013 Evaluation of Adequacy) to ensure that the document remained adequate to meet NEPA compliance requirements. On April 22, 2013, the Assistant Secretary - Indian Affairs made a final agency determination to implement the Preferred Alternative (Alternative A) identified within the BIA 2008 FEIS. The adopted mitigation measures in the FEIS included improvements to the La Center Interchange to address traffic impacts as a result of the Cowlitz Reservation Development.

FHWA served as a cooperating agency on the DEIS and FEIS and provided input during its development, including written comments that were submitted on the DEIS<sup>1</sup>. FHWA has conducted an independent review of the BIA FEIS and the BIA 2013 Evaluation of Adequacy. In addition, an Environmental Reevaluation Report for the La Center Interchange Improvements project was completed in May 2015 in accordance with NEPA (2015 Reevaluation Report). FHWA has concluded that these documents address FHWA's comments and concerns. Pursuant to 40 CFR 1506.3, FHWA hereby adopts the BIA Cowlitz Reservation Development 2008 FEIS, the BIA 2013 Evaluation of Adequacy, and the 2015 Reevaluation Report as it relates to the FHWA's decisions, which are detailed below.

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<sup>1</sup> The BIA 2008 FEIS identified that the traffic mitigation work to be conducted on the interchange would require a Documented Categorical Exclusion (DCE) as identified by WSDOT in a comment letter to the BIA.

Federal Highway Administration approvals that will be required for the Cowlitz Reservation Development's traffic mitigation include:

- Interchange Justification Report (IJR), which contains the analysis necessary for FHWA's approval of a revision of access to the Interstate System.
- Project Development Approval, which includes a review of the project's design decisions, design deviations, environmental documentation, right of way, permits and agreements, cost estimate, and plans to ensure that the project will be constructed in accordance with current design standards and procedures.
- This Record of Decision

### **3. Mitigation for the Project**

According to analysis done to support the BIA 2008 FEIS and the BIA's Record of Decision, the Cowlitz Reservation Development would result in an increase in traffic on both I-5 and La Center Road, including at the I-5/La Center Road Interchange (La Center Interchange). The BIA 2008 FEIS presented mitigation measures that would reduce impacts to transportation and circulation in the project area. This mitigation included the La Center Interchange Improvements as explained in Mitigation Measures G and H in the BIA 2008 FEIS Section 5.2.7. The La Center Interchange Improvements include the implementation of recommended mitigation to offset traffic impacts that would occur as a result of the Cowlitz Reservation Development, and would allow the associated intersections to operate at acceptable levels of service.

### **4. Selected Alternative**

The alternative and associated traffic mitigation requiring FHWA approvals was the preferred alternative (Alternative A) identified in the BIA 2008 FEIS. Alternative A was also selected as the Preferred Alternative in BIA's Record of Decision. The portions of the selected alternative that will occur within Interstate right-of-way are limited to the traffic mitigation measures at the I-5 La Center Interchange. Additional detail for the no-build and other alternatives were provided in the FEIS.

The proposed La Center Interchange Improvements incorporate the design elements that were analyzed as proposed traffic mitigation in the BIA 2008 FEIS. Since the FEIS was completed, additional design refinements were evaluated in the Reevaluation Report. These included: demolition of the existing overpass and development of a new 4-lane overpass bridge south of the existing bridge; modifications to the proposed alignment of NW 319<sup>th</sup> Street, NW 31<sup>st</sup> Street, and NW Paradise Park Road; and modifications to the proposed improvements to the I-5 northbound and southbound ramps, including roundabout designs for the ramp intersections.

In summary, the La Center Interchange Improvements affecting Interstate right-of-way include the following (see Figure 3: Proposed La Center Interchange Improvements):

NW 319th Street/ La Center Road Overpass Bridge (over I-5):

- Construction of a new overpass structure located immediately south of the existing structure which will accommodate four travel lanes and pedestrian and bicycle facilities

I-5 Ramps:

- Modification of the existing northbound and southbound interchange ramp terminals to include multiple-lane roundabouts;
- A modified northbound off-ramp that is lengthened and includes a second exit lane;
- A modified southbound on-ramp that includes two receiving lanes off of the ramp terminal that transition to a single lane prior to merging with I-5 mainline traffic.

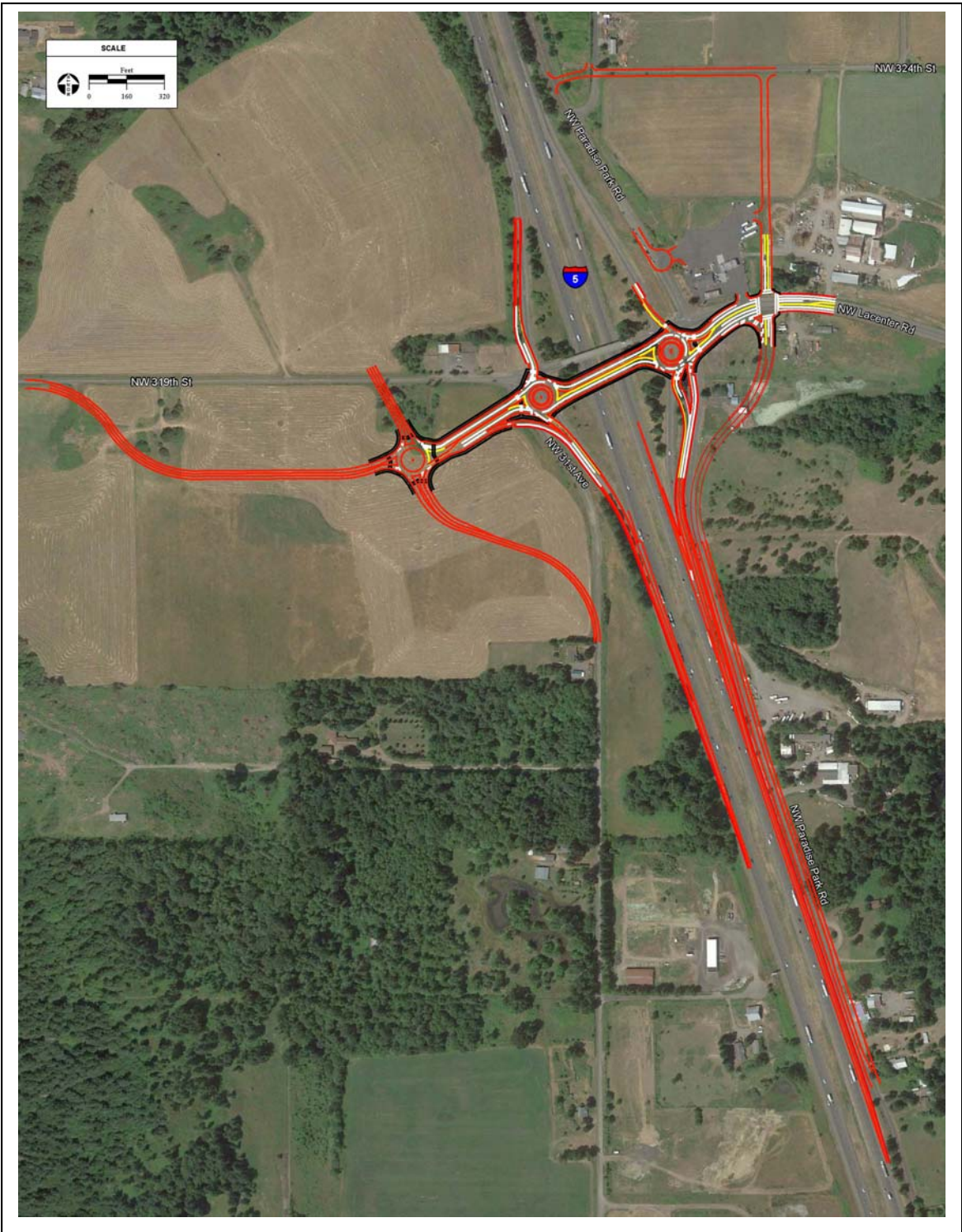
NW Paradise Park Road, NW 31st Avenue, and NW 319th Street:

- Partial relocations of these roadways to ensure they align with the new overpass and have adequate spacing between interchange ramps and local roadways.

The Interchange Justification Report finalized in April 2015, as well as the 2015 Reevaluation Report completed in May 2015, documents FHWA's conclusion that the preferred alternative and proposed traffic mitigation (La Center Interchange Improvements Project) will not adversely impact Interstate 5.



Figure 3: Proposed La Center Interchange Improvements



## 5. Basis for FHWA Decision

The April 2015 IJR and the 2015 Reevaluation Report provide the transportation analysis and environmental analysis to support FHWA decisions and approvals for the project. FHWA, as a cooperating agency under NEPA, and as the federal agency responsible for the anticipated project approvals related to actions within FHWA jurisdiction for the La Center Interchange Improvements, has considered the findings in the BIA 2008 FEIS and BIA 2013 Evaluation of Adequacy related to elements of the project affecting Interstate right-of-way. These findings are summarized below, as they relate to I-5 La Center Interchange.

### Operations

The proposed La Center Interchange Improvements project is proposed as traffic mitigation for the Cowlitz Reservation Development. Given the anticipated increase in traffic, the Cowlitz Reservation Development project is proposing the replacement of the existing interchange and realignment of frontage roads to address future traffic volumes.

- The BIA 2008 FEIS determined that all intersections in the vicinity of the La Center Interchange were operating above level of service (LOS) D, with the exception of NW 319<sup>th</sup> Street/NW La Center Road and I-5 SB Ramps. The 2015 Final IJR determined that this intersection continues to be the only intersection in the vicinity of the La Center Interchange that operates below current applicable LOS standards, which are: LOS C or better for WSDOT facilities, LOS D or better for City of La Center signalized intersections; LOS E or better for City of La Center unsignalized intersections; and LOS D or better for Clark County facilities.
- The BIA 2008 FEIS and the 2015 Final IJR determined that with the additional traffic resulting from the Cowlitz Reservation Development and without the proposed La Center Interchange Improvements, the NW 319<sup>th</sup> Street/NW La Center Road and I-5 NB and SB Ramp intersections would operate below LOS standards.
- The BIA 2008 FEIS and 2015 Final IJR determined that construction of the La Center Interchange Improvements would result in the operations above LOS standards for all intersections within the right-of-way of I-5.

### Construction

- Construction related impacts would be limited in scale and duration, resulting only in short-term disturbances to traffic flows.
- The existing interchange will be used while the new interchange is constructed, allowing local traffic to access the interstate at this location throughout construction.

### **Environmental Benefits or Impacts**

As explained previously, this ROD is focused solely on FHWA's decision and the mitigation for the effects of that decision. Therefore, the environmental benefits and impacts discussed in this ROD are limited to those directly related to the portions of the project influenced by the FHWA decisions and occurring within the Interstate right-of-way. Other environmental benefits or impacts from the project that are not related to FHWA's decisions have been presented in the BIA ROD.

- Traffic analysis completed for the project, shows that the implementation of the La Center Interchange Improvements project would result in operations above LOS standards for the two I-5 ramps mentioned above under operations. Improved LOS will result in less greenhouse gas emissions from potentially idling vehicles at the interchange.
- Improved stormwater quality as a result of the installation of stormwater treatment facilities within the right-of-way that will treat new and existing impervious surfaces.
- Street lighting proposed for the interchange area has the potential to cause glare and attract birds. The project will install downcast lighting to minimize impact on traveling public and to minimize the attraction to birds.

As it relates to FHWA's decision, the main environmental impacts from constructing the proposed interchange are improved LOS and safety at the ramp intersections and improved stormwater treatment. Currently stormwater running off of existing impervious surfaces is not treated or controlled, the proposed interchange improvements will result in improved water quality from stormwater leaving the interchange site. These changes make the La Center Interchange Improvements an environmentally preferable option over a no-build scenario. For the purposes of FHWA's limited approvals, reconstructing the interchange results in improvements to traffic operations, safety, and stormwater treatment over existing conditions, with no significant impacts to other resources as long as mitigation measures discussed in section 7 below are followed.

## **6. Section 4(f)**

The project site shown in Figure 3 consists of County, City and State owned right-of-way and privately owned lands, as well as land put into federal trust by the Department of the Interior for the Cowlitz Tribe. There are no historic sites, public parks, recreation areas, or wildlife or waterfowl refuges within the project area. Paradise Point State Park is located approximately 840 feet north of the project; the main access point for Paradise Point State Park is from Paradise Park Road. There are proposed improvements to Paradise Park Road; however, since the park is not located within the project area, this would not constitute the use of a Section 4(f) property.

## **7. Measures to Minimize Harm**

The La Center Interchange Improvements Project is a traffic mitigation measure identified in the BIA 2008 FEIS for the Cowlitz Reservation Development. Proposed mitigation measures for the La Center Interchange Improvements were identified in the 2015 Reevaluation Report and accepted. Mitigation measures affecting Interstate right-of-way are summarized below. All practicable means to avoid and minimize environmental harm have been adopted.

### **7.1. Highway Operations and Safety**

The project itself is traffic mitigation for the Cowlitz Reservation Development and will result in improved traffic operations and LOS at the interchange (for current and projected traffic volumes) for all users including freight, vehicle, bicycle, and pedestrian use. The IJR completed in April 2015, documents the interchange planning process, evaluation of improvement alternatives, design of the preferred alternative, impacts to the interstate and local street network, and the coordination details to support and justify the request for an access revision to I-5. Review and approval of the IJR by FHWA and WSDOT, along with implementation of the preferred interchange design and frontage roadway configurations, will mitigate for potential impacts to I-5 operations and safety and access changes.

### **7.2. Traffic During Construction**

During construction of the La Center Interchange Improvements Project, WSDOT will provide construction inspection and coordinate incident management, construction staging, and traffic control where the project may affect freeway traffic. WSDOT will also coordinate with Clark County and the City of La Center to disseminate construction closure information to the public as needed.

All mitigation measures associated with the construction of the La Center Interchange Improvements would comply with local regulations governing construction traffic control. Finalized detailed construction mitigation plans would be coordinated between WSDOT, Clark County and the City of La Center during the final design and permitting phase of the project. Options for mitigation measures are listed below and will be implemented, as necessary, to mitigate traffic impacts due to construction:

- Follow standard construction safety measures, such as installing advance warning signs, installing highly visible construction barriers, and using flaggers.
- Use lighted or reflective signage to enhance visibility during nighttime work hours.
- In areas with high levels of traffic congestion, schedule traffic lane closures and high volumes of construction traffic during off-peak hours to minimize delays where practical.
- Provide public information through tools such as print, radio, posted signs, websites, and e-mail to provide information regarding street closures, hours of construction, business access, and parking impacts.
- Where necessary, the contractor could be responsible for providing parking areas for construction workers.

### **7.3. Geology and Soils**

Potential impacts to soils may occur during construction activities. Mitigation measures that would be implemented to reduce impacts include the following:

- Stable fill material, engineered embankments, and erosion control features would be used to reduce the potential for slope instability, subsidence, and to combat soil erosion.
- Watering during grading activities would be implemented to mitigate the impacts of wind erosion on the soil.
- A NPDES General Construction Stormwater Permit will be obtained for the construction project.
- Designated staging areas and haul roads shall be used to minimize impacts to soils.

### **7.4. Water Resources**

Proposed mitigation measures as discussed below would be implemented to mitigate potential impacts to water resources as a result of construction activities and increased impervious surfaces associated with the La Center Interchange Improvements Project.

- Compliance with the NPDES General Construction Stormwater Permit, including development of a Temporary Erosion and Sediment Control (TESC) plan and a Stormwater Pollution Prevention Plan (SWPPP) will be required during construction.
- Construction activities would be performed in compliance with WSDOT policies and procedures, and all permit requirements, to ensure protection of groundwater resources if encountered during excavation, drilling, or other earth moving activities.
- Proposed stormwater treatment and detention facilities will be constructed to accommodate increased runoff generated by the impervious surface areas of the La Center Interchange Improvements. Stormwater facilities will be designed and constructed to comply with federal and State water quality regulations and in accordance with applicable WSDOT manuals.

### **7.5. Air Quality and Greenhouse Gases**

For construction activities, Southwest Washington Clean Air Agency (SWCAA) regulates particulate emissions (in the form of fugitive dust). To comply with the SWCAA policy of preventing air quality degradation, mitigation options are listed below and will be implemented as necessary and in accordance with standard practice to control particulate matter and emissions during construction of the project.

- Spray exposed soil with dust control agent as necessary to reduce fugitive dust.
- Cover loads of soil before transport or provide adequate freeboard (space from top of the material to top of the truck).
- Provide construction entrances and/or wheel washes to reduce track out of dirt and mud that would be carried off site by construction vehicles.
- Sweep roadways as needed to reduce fugitive dust resulting from areas of track out

- Schedule lane closures to avoid times of peak travel periods in order to reduce construction related congestion.

### **7.6. Biological Resources**

The following mitigation measures will be implemented for the La Center Interchange Improvements project to ensure no significant impacts to biological resources including sensitive habitats and species occur within Interstate right-of-way.

- Endangered Species Act (ESA) Section 7 consultation was completed on July, 8 2015. The U.S. Fish and Wildlife Service and the National Marine Fisheries Service concurred with the determination of may affect, but not likely to adversely affect (NLAA) special status species and designated critical habitats. The NMFS also reviewed the proposed action for potential effects on essential fish habitat (EFH) designated under the Magnuson-Stevens Fishery Conservation and Management Act and concluded that the action would not adversely affect EFH.
- The project will acquire all appropriate federal, state and local permits prior to beginning construction (i.e. US Army Corps Section 404 Permit, WA Department of Ecology Section 401 Water Quality Certification, NPDES Construction Stormwater General Permit, City of La Center Critical Areas Permit). Any conditions associated with these permits will be followed to ensure no significant effects occur to sensitive biological resources.
- Stormwater facilities, as previously stated, will be built to address both treatment and flow control in order to prevent impacts to the quality of surface and ground water.
- Staging areas will be located away from wetlands and other sensitive areas.
- Best Management Practices (BMPs) will be implemented during construction to avoid potential impacts to aquatic resources, including wetlands.
- Excess or waste materials will not be allowed to enter waters of the State. All construction materials to be disposed of will be collected and recycled or disposed of at an approved upland facility.

### **7.7. Noise**

Minor noise impacts are expected as a result of construction and demolition activities for the La Center Interchange Improvements. Operational noise levels would approach or exceed the FHWA noise abatement criteria at six receptors in the vicinity of the La Center Interchange. However, noise barriers at these receptors would not meet WSDOT's criteria as being both feasible and reasonable and were not recommended for further consideration. Proposed nighttime construction activities will meet legal noise level requirements. If the allowable nighttime noise levels cannot be met during nighttime construction, a noise variance or exception from local noise ordinances of surrounding governing jurisdictions would be obtained. Noise variances or exemptions require construction noise abatement measures that vary by jurisdiction, which would need to be followed during nighttime demolition. Nighttime noise impacts resulting from demolition of the existing overpass are temporary and would cease as soon as demolition is complete. Mitigation measures that would be implemented to reduce construction noise impacts include the following:

- All construction equipment shall be equipped with adequate mufflers.
- Loud stationary construction equipment shall be located as far away from residential receptor areas as feasible.
- Diesel engine generators shall be provided with enclosures.

### **7.8. Aesthetics**

Minor aesthetic impacts will occur as a result of construction of the La Center Interchange Improvements. Primarily the removal of vegetation within the vicinity of the new interchange location and construction of the new interchange will result in changes to visual quality for users of I-5.

Mitigation measures that would be implemented to reduce impacts include the following:

- Project will use consistent design types, textures, materials, and colors on structures, lights, and signs throughout the project site to ensure compatibility with surrounding roadways and I-5.
- Proposed street lighting would consist of downward directed lights, which would reduce potential impacts from glare.
- Project will minimize removal of mature vegetation.
- Trees removed from within the right-of-way will be replaced according to guidelines from WSDOT's Roadside Policy Manual (June 2014).

## **8. Comments Received on the FEIS and Responses**

The BIA Draft EIS was circulated for comment in March of 2007 with the Final EIS issued on May 30, 2008. The BIA ROD includes a summary of substantive comments received during the public review period. These comments, with their respective responses were included in Section 3.2 of BIA's ROD. A total of 114 comment letters were received from agencies and interested parties, as well as 1,061 form letters. The only comments that relate to FHWA's decision and interstate right-of-way were regarding traffic mitigation adequacy and feasibility. No other comments received on the FEIS relate to FHWA's approval actions for the La Center Interchange Improvements project.

### **Comments:**

A number of comments from the FEIS stated that the traffic studies completed for the EIS were inaccurate and that the project was not sufficiently or realistically modeled. Several commenters noted that the mitigation measures provided in the FEIS were not adequate to reduce traffic to an acceptable level of service.

### **Response:**

The La Center Interchange Improvements project is serving as traffic mitigation for the proposed Cowlitz Reservation Development. A Traffic Impact Study (TIS) was conducted in 2006 to assess traffic counts, existing roadway geometry, and existing development conditions for the Cowlitz Reservation

Development, which was included as Appendix O of the BIA 2008 FEIS. A Transportation Impact Analysis (TIA) was conducted by Kittelson & Associates, Inc. to provide updated baseline traffic conditions and analysis for the Cowlitz Reservation Development. The 2015 Final TIA is included as Appendix B to the IJR.

As stated in the BIA 2013 Evaluation of Adequacy, traffic growth observed since the issuance of the BIA 2008 FEIS has been lower than the growth rates assumed in 2008; therefore, the growth rates within the BIA 2008 FEIS remain conservative and capture additional developments consistent with the comprehensive plan updates that have been approved since 2008. Additionally, traffic volumes predicted in the 2015 Final TIA for the Cowlitz Reservation Development are equal to or lower than those analyzed in the BIA 2008 FEIS.

The BIA 2008 FEIS determined that all intersections and ramps in the vicinity of the La Center Interchange were operating above level of service (LOS) standards, with the exception of NW 319th Street/NW La Center Road and I-5 SB Ramps. The BIA 2008 FEIS and the 2015 Final TIA determined that with the addition of traffic resulting from Cowlitz Reservation Development and without the La Center Interchange Improvements, the areas within Interstate right-of-way that would be affected include the I-5 southbound ramps and the I-5 northbound ramps which would operate below LOS standards. Traffic analysis completed for the project, shows that the implementation of the La Center Interchange Improvements project would result in operations above LOS standards for the two I-5 ramps mentioned above.

## **9. Determinations and Findings**

The BIA's Final EIS issued on May 30, 2008 included comments submitted on the Draft EIS, a response to comments, along with additional environmental analysis completed to support the FEIS. In 2013, the BIA completed an FEIS Evaluation of Adequacy which determined that the BIA 2008 FEIS was still valid, after which they issued a ROD on April 22, 2013 for the Cowlitz Reservation Development. The 2015 Reevaluation Report (finalized in May 2015) provided additional analysis of the La Center Interchange Improvements project and documented any changes to the environmental conditions and potential changes in effects.

BIA, as the federal lead agency, found that the Cowlitz Reservation Development met all applicable standards and that all NEPA requirements were met, as documented in the 2013 Record of Decision. Based upon consideration of the BIA 2008 FEIS, the BIA 2013 Evaluation of Adequacy, the 2015 Reevaluation Report, and the mitigation measures outlined above, it is the decision of the FHWA to approve the portions of the selected I-5 La Center Interchange Improvements that affect Interstate right-of-way.