

**State Environmental Policy Act  
NOTICE OF ADOPTION OF EXISTING ENVIRONMENTAL DOCUMENT  
FOR A DETERMINATION OF NONSIGNIFICANCE**

The U.S. Army Corps of Engineers, Portland District (Corps) conducted an environmental analysis in accordance with the National Environmental Policy Act of 1969, as amended. The final Integrated Feasibility Report and Environmental Assessment (IFR-EA), dated April 2025, for the Columbia River Turning Basin Improvements Project investigates navigational improvements to the LCR FNC from the Port of Longview (RM 64) through the Lower Martin Bar area (RM 77). This reach of the system is impacted by heavy congestion, shoaling, and transportation delays waiting for available berths. This project is needed to improve safety, reduce draft restrictions, increase efficiency by maximizing capacity, and meet the navigation needs of the Columbia River system users. The final recommendation is contained in the Report of the Chief of Engineers, Columbia River Turning Basins Navigation Improvements, Washington & Oregon, dated 26 September 2025. Additional project details are identified in the FONSI (Finding of No Significant Impact) dated 21 January 2026.

The Port of Longview and the Port of Kalama signed a cost sharing agreement with the Department of the Army in September 2022, under Section 105(a) of the Water Resources Development Act (WRDA) of 1986, as amended (33 U.S.C 2215(a)). The cost share agreement was to support, under Section 201(a)(20) of the Water Resources Development Act (WRDA) of 2020, Division AA, Consolidated Appropriations Act of 2021, P.L. 116-260, Section 101(b)(13) of WRDA of 1999, P.L. 106-33, a feasibility study to investigate improvements to the turning basins at Kalama and Longview, WA in order to accommodate larger, deeper-drafting vessels which require additional areas to safely turn ships in the most congested areas of the river.

The Port of Longview assumed the role of SEPA Lead Agency under WAC 197-11-050, in reference to the Washington Port's Agreement of 2022 (WPA) Section 8.2 amongst the Port of Kalama, the Port of Longview, the Port of Vancouver, and the Port of Woodland, WA that defined roles and responsibilities of the Washington Ports to execute the July 24, 2004 Project Cooperation Agreement ("PCA") between the Department of the Army, the Port of Portland and the Washington Ports, pursuant to which they serve as Non-Federal Sponsors ("NFS Ports") of a completed Federal U.S. Army Corps of Engineers ("Corps")-sponsored improvement project described as the Columbia and Lower Willamette Rivers Federal Navigation Channel, Oregon and Washington (hereinafter the "Channel Improvement Project" or "Project"), which included but is not limited to a plan of operations and maintenance of dredged material placement which is still undergoing execution.

The Corps issued a Public Notice for the draft Columbia River Turning Basin Improvements Feasibility Study – Environmental Assessment (IFR-EA) was conducted between July 3, 2024, to August 3, 2024. A virtual public information session was held on July 18, 2024.

The Corps issued a Public Notice for the Finding of No Significant Impact on January 21, 2026.

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**Proponent:** U.S. Army Corps of Engineers, Portland District (Corps)  
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Portland, OR 97208-2946

**Contact:** CENWP-PM, Laura Hicks  
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**Location of Proposal:**

Lower Columbia River Navigation Channel from River Mile (RM) 63, Longview, through the Lower Martin Bar Area RM 77.

**Document Being Adopted:**

Columbia River Turning Basin Improvements Integrated Feasibility Report and Environmental Assessment  
Finding of No Significant Impact — Columbia River Turning Basin Improvements Integrated Feasibility Report and Environmental Assessment - Ports of Kalama and Longview, Washington

**Prepared by:** U.S. Army Corps of Engineers, Portland District (Corps)

**Document Date:** April 2025

**FONSI Date:** January 21, 2026

**Document availability:**

Port of Longview:

[Permitting | Port of Longview, WA https://www.portoflongview.com/211/Permitting](https://www.portoflongview.com/211/Permitting)

Corps: <https://usace.contentdm.oclc.org/digital/collection/p16021coll7/id/27994/rec/2>

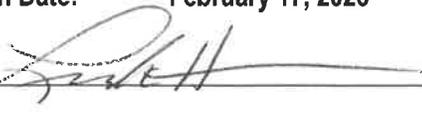
**SEPA Lead Agency:** Port of Longview

The SEPA lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2)(c). The lead agency has identified and adopted this document, per RCW 43.21C.034 and WAC 197-11-630, as being appropriate for this proposal after independent review. The adopted document meets the lead agency's environmental review needs for the current proposal and will accompany the proposal to the decision maker. The adopted document has not been challenged.

**Date Issued:** February 17, 2026

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**Publication Date:** February 17, 2026

Signature:  Date: 2/17/26

Notifications:

Ecology – SEPA Register  
The Daily News  
See Attachment

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