



# State Environmental Policy Act

[Home](#) > [Environment](#) > State Environmental Policy Act

[Environment Overview](#)

[Air & Climate](#)

[Water Quality](#)

[Cleanup & Remediation](#)

[Habitat Restoration](#)

[State Environmental Policy Act](#)

[Diary of a Port Biologist](#)

## SEPA: The details

Find detailed information about the SEPA process on the [Washington State Department of Ecology's website](#).

## Downloads

Read the Port of Tacoma's [SEPA resolution](#).

## Sign up for updates

Receive email updates when a new SEPA Action is posted.

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One purpose of the [Washington State Environmental Policy Act](#) (SEPA) is to involve the public and other agencies in the environmental review process. Select a Port of Tacoma SEPA action below to review related documents or submit your comments.

> **Currently there are no open SEPA actions**

## SEPA overview

When a new development or project is proposed at the Port of Tacoma, the SEPA process is a critical step to understand how the proposal may impact the environment, including air and water quality, transportation infrastructure, utilities and more.

Information provided during the environmental review may be used to evaluate alternatives and ways to reduce or eliminate any likely adverse environmental impacts. The developer must address any potential impacts as they design and permit the project.

The SEPA process includes opportunities for the public to provide input and ask questions about a proposal.

## Environmental review process

If the proposed project will be developed on Port-owned property, a lease must be signed with the port before the environmental review can begin.

The lead agency will determine if an in-depth environmental review is required based on the SEPA checklist and issue a SEPA notice. An environmental impact statement (EIS) will be prepared if the proposal will likely have significant adverse impacts on the environment. The process to develop an EIS follows these general steps:

- > **Scoping phase:** The scoping phase determines what environmental impacts should be analyzed and studied. It is the first opportunity for the public to provide comments and ask questions.
- > **Develop draft EIS:** The impacts identified during scoping are studied and analyzed. Ways to avoid, minimize or mitigate project impacts are explored.
- > **Public review of draft EIS:** The public can review the draft document and provide comments. As appropriate, comments from the public, tribes and other public agencies will be incorporated into the document.

> **Final EIS released:** The final document helps decide if the proposed project will be approved or denied.

Find more detailed information about the SEPA process on the [Washington State Department of Ecology's website](#).

## The National Environmental Policy Act (NEPA)

Using the NEPA process, agencies evaluate the environmental and related social and economic effects of their proposed actions. Agencies also provide opportunities for public review and comment on those scoping and/or evaluations. The Port of Tacoma utilizes the SEPA notification process to notify interested parties of NEPA public meetings and/or comment periods.

> **Current NEPA action:** [Port of Tacoma Off-Dock Container Support Facility](#)

### PORT OF TACOMA

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# NEPA - OFF-DOCK CONTAINER SUPPORT FACILITY

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## Project description

Actions are proposed by two public agencies – Port of Tacoma (Port) and the US Department of Transportation Maritime Administration (MARAD) – relative to use and development of property in Tacoma. The Thorne Road Properties project site that is the subject of this action is located at 1451 Thorne Road (Port Parcel 85), 1721 Thorne Road (Port Parcel 87), and 1702 Port of Tacoma Road (Port Parcel 72).

The Purpose of the Off-Dock Container Support Facility project (Project) is to relieve congestion and improve marine container terminal capacity and efficiency at the Port of Tacoma in order to meet the public's need and demand for increased cargo movement. The proposed Project would construct an off-dock container support facility of approximately 25 acres as close as practicably possible to the Husky and WUT entry gate, with a maximum distance of 1 mile, to help fulfill the Project Purpose and Need. The proposed Project would develop the project site into a fully functioning off-dock container yard to use for empty container and chassis storage, a single-high reefer pre-trip wash facility, and a wheeled reefer valet drop-off location, with the ability to also process fully laden containers. Other site features would include a truck entry and exit gate on Maxwell Way with a guard shelter, two emergency access gates on Thorne Road, an office trailer, perimeter security fencing, site lighting and power, security cameras, a railroad crossing, a roadability-testing area, and stormwater improvements. Proposed work includes clearing and grubbing, earthen fill, isolated excavation, site-wide grading, subgrade preparation, base course and pavement systems, stormwater infrastructure, and other utilities.

This Project is needed because existing Puget Sound Gateway Ports are operating above 80 percent capacity utilization. This is causing inefficient operations and inefficient container handling, which is resulting in a ripple of supply chain impacts that include excessive truck queuing and idling, cargo ships waiting at anchor or offshore for available terminal berths, train backlogs, delayed cargo deliveries, and slowed or halted manufacturing.

## Comment Dates:

Submit written comments via email to [environment@portoftacoma.com](mailto:environment@portoftacoma.com).

> **Comment start date:** July 1, 2022

> **Comment end date:** July 30, 2022

MARAD and the Port of Tacoma are holding a virtual scoping meeting for the public on July 13, 2022, from 5:30 p.m. to 7 p.m. [Join the meeting](#)

## More information:

- > [Public notice](#)
- > [Wetland Mitigation Summary](#)
- > [Lower Wapato Creek Aerial](#)
- > [Existing Conditions](#)

> [Proposed Improvements](#)

Name \*

Email \*

Phone

Address \*

Address 2

City/Town \*

State/Province

- None -

ZIP/Postal Code \*

Country \*

- Select -

Your comments and/or questions

Attach document

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One file only.  
2 GB limit.  
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