SEPA[1] Environmental Checklist

Purpose of checklist

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization, or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. **You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown.** You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to **all parts of your proposal**, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for lead agencies

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B, plus the Supplemental Sheet for Nonproject Actions (Part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for

[1] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/Checklist-guidance

non-projects) questions in “Part B: Environmental Elements” that do not contribute meaningfully to the analysis of the proposal.

A.Background

Find help answering background questions[2]

1. **Name of proposed project, if applicable:**

   Blair Waterway Berth Deepening (Project)

2. **Name of applicant:**

   Port of Tacoma (Port)

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

   Sara Potter

   Port of Tacoma

   One Sitcum Plaza P.O. Box 1837

   Tacoma, WA 98401

4. **Date checklist prepared:**

   October 24, 2025

5. **Agency requesting checklist:**

   Port of Tacoma

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

   Early 2027 through early 2029.

7. **Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.**

   The proposal is part of a larger program of work to modernize the Blair Waterway at the Port of Tacoma. Other related projects include two remedial actions. One, the removal of contaminated sediment at the former Tru-Grit site. The other the cleanup of the former Lincoln Avenue Ditch on property owned by the Puyallup Tribe of Indians. Those cleanup actions will undergo their own environmental review possibly with different lead agencies. A potential future project currently under study by the Port is the deepening of the berth area at Pierce County Terminal. If that project advances it will undergo its own environmental review.

   The US Army Corps of Engineers has completed a robust *Feasibility Study and Environmental Assessment* of the deepening of the adjacent Federal Navigation Channel (FNC) in the Blair Waterway and for potentially reusing the dredged material at an in-water site in Commencement Bay (Corps 2022).

   Husky Terminal has proposed a multi-phase modernization project to increase terminal throughput to 1.2 million TEU, enhance infrastructure, and support long-term growth and

[2] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-A-Background

decarbonization. The project is sequenced into three phases including container yard reconfiguration, installation of reefer racks and power supply, and relocation of terminal support facilities to increase terminal optimization and sustainability to take place 2025-2030+. Environmental review was conducted for this work; a determination of non-significance (DNS) was issued by the Port of Tacoma on June 15, 2018, and a National Environmental Policy Act (NEPA) categorical exclusion was issued by the Maritime Administration on March 10, 2024.

No future plans at Washington United Terminals are immediately connected with the proposal.

Suitable material dredged from the berths may be beneficially reused at an in-water or upland site in Commencement Bay. A potential future project includes habitat restoration at the East Commencement Habitat Opportunity (ECHO) in east Commencement Bay. Future environmental review will be conducted prior to this activity occurring.

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

Haley & Aldrich, 2024. *Geotechnical Engineering Design Study, Blair Waterway Berth Deepening (30 Percent Design), Port of Tacoma, Tacoma, Washington*. Prepared for Port of Tacoma and Northwest Seaport Alliance. November 2024.

Anchor QEA, 2025a. *Biological Assessment*. Blair Waterway Berth Deepening. Prepared for Port of Tacoma. July 2025.

Anchor QEA, 2025b. *Husky and Washington United Terminals Berth Deepening Sediment Characterization Report*. Prepared for Port of Tacoma. July 2025.

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.

Yes, the U.S. Army Corps of Engineers (USACE) is overseeing the deepening of the Blair Waterway federal navigation channel adjacent to the Project Area. The Blair Waterway Berth Deepening proposes to dredge to the same depths as the deepened federal navigation channel.

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

The following are approvals and permits needed for the proposed Project:

- USACE Section 404/10 Individual Permit
- USACE Section 408 Permit
- Environmental Protection Agency (EPA): Comprehensive Environmental Response, Compensation, and Liability Act Coordination
- National Marine Fisheries Service (NMFS) and U.S. Fish and Wildlife Service (USFWS): Endangered Species Act (ESA) Section 7 Compliance
- Washington State Department of Archaeology and Historic Preservation: National Historic Preservation Act Section 106 compliance

- Washington Department of Ecology (Ecology): Clean Water Act Section 401 Water Quality Certification
- Ecology: Coastal Zone Management Act Compliance
- Washington Department of Fish and Wildlife: Hydraulic Project Approval
- City of Tacoma: Shoreline Substantial Development Permit
- Tacoma-Pierce County Health Department: Waste Disposal Authorization
- Dredged Material Management Program: Suitability Determination

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. 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. (Lead agencies may modify this form to include additional specific information on project description.)

The Project proposes deepening of the berthing areas from -51 feet mean lower low water (MLLW) to a minimum of -57 feet MLLW plus 2 feet of overdredge allowance (to a maximum of -59 feet MLLW) at the north and south berths (the entirety) of Washington United Terminals (WUT) and at Piers 3 and 4 of Husky Terminal. This will allow for handling the increased draft of modern container ships, a modernization vital for increasing container ship size and cargo volumes to maintain the Port's competitive edge in the global shipping industry. The dredged material is anticipated to be disposed of at the Commencement Bay open-water disposal site, appropriate beneficial use site, or upland disposal facility. The deepening of the berthing areas requires installation of toe walls to support the existing slopes under the piers, dredging of the berthing areas, and removal/replacement of a portion of the existing riprap toes. Along the face of the piers, material will be removed to -63.5 feet MLLW plus 1 foot of overdredge allowance (to a maximum of approximately -64.5 feet MLLW) to allow for placement of the replaced riprap.

The Project at WUT includes dredging the Blair Waterway berthing areas at the north and south berths of WUT. This work includes the following:

- Installing a toe wall at the north berth and the south berth of WUT.
- Dredging the WUT berthing area to a minimum of -57 feet MLLW plus 2 feet of overdredge allowance.
- Replacing riprap at the north berth and south berth of WUT. Material will be removed to -63.5 feet MLLW plus 1 foot of overdredge allowance (to a maximum of approximately -64.5 feet MLLW) in this area to allow for the replaced riprap.
- Replacing existing fenders.

The Project at the Husky Terminal includes dredging the Blair Waterway berthing area from its northern entrance through the Husky Terminal. This work includes the following:

- Installing a toe wall at Husky Terminal Pier 3.

- Dredging the Husky Terminal berthing area to a minimum of -57 feet MLLW plus 2 feet of overdredge allowance.
- Replacing riprap at Husky Pier 3 and Pier 4. Material will be removed to -63.5 feet MLLW plus 1 foot of overdredge allowance (to a maximum of approximately -64.5 feet MLLW) in this area to allow for the replaced riprap. Replacing existing fenders.

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 WUT and Husky Terminal berthing areas (Project Area) are located within the Port's industrial development district in Section 27SE, 27SW, 34NE, 35NW, 35SE, 35SW, and 36SW, Township 21N, Range 03E, and Section 2NE and 1NW, Township 20N, Range 03E, just south and adjacent to the approximately 1,200-acre Blair-Hylebos Peninsula on the Tacoma Tideflats. The Project Area is generally located west of the Hylebos Waterway, east of the Sitcum Waterway, south of Commencement Bay, and north of State Route 509 in Tacoma, Washington. The waterway is zoned Marine Waters of the State, land adjacent to the Project Area is designated Mixed Shoreline, and upland use is zoned Port Maritime and Industrial. Husky Terminal is located at 1101 Port of Tacoma Road, Tacoma, Washington 98421, and WUT is located at 1815 Port of Tacoma Road, Tacoma, Washington 98421.

B.Environmental Elements

1. Earth

Find help answering earth questions[3]

a. General description of the site:

Husky Terminal is a 125-acre paved intermodal facility located near the entrance of the Blair Waterway. WUT is a 103-acre paved intermodal facility located 1.5 miles from the entrance of the Blair Waterway along the south side adjacent to the Turning Basin. The water side of the terminal consists of a pile-supported wharf deck with a riprap armored slope. In 2000 the federal navigation channel was deepened to -51 feet MLLW (the current authorized navigation channel depth) as part of a USACE Civil Works project. The berthing areas are armored with riprap that extends from the top of the bank below the wharf deck (approximately +12.65 feet MLLW) to approximately -51 feet MLLW where the toe of the riprap armoring is keyed in the bottom at varying depths with a maximum bottom elevation of -62 feet MLLW. No vegetation exists on site.

Circle or highlight one: Flat, rolling, hilly, steep slopes, mountainous, other: aquatic

[3] https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-earth

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

Approximately 2% maximum slope on the terminal paved area. The existing riprap slope under the wharf is a 1.75:1 slope, or approximately 57%.

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 agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

The berthing areas are armored with riprap that extends from the top of the bank below the wharf deck (approximately +12.65 feet MLLW) to approximately -51 feet MLLW where the toe of the riprap armoring is keyed in to a bottom elevation of -62 feet MLLW. No vegetation exists on site. According to the Geotechnical Engineering Design Study Report (Haley & Aldrich 2024), based on historical data and the subsurface investigation for this study, Husky Terminal and WUT are underlain by relatively thick deposits of relatively loose deltaic soil deposits that have significant zones susceptible to seismic liquefaction. Because of the glacial geology at the site and the location of the site within the Puyallup River delta, the depth to dense to very dense, overconsolidated glacial soils is over 200 feet deep. Bedrock is known to be approximately 1,600 to 1,800 feet below the ground surface along the Blair Waterway.

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

As stated in B.1.c., based on historical data and the subsurface investigation for this study, Husky Terminal and WUT are underlain by relatively thick deposits of relatively loose deltaic soil deposits that have significant zones susceptible to seismic liquefaction. The seismic hazard and the subsurface conditions at the Project Area heavily influence the seismic performance of the waterfront structures at the Port. The Port lies near the Cascadia Subduction Zone with significant potential for strong seismic shaking. The largest contributors to the seismic hazard at the site are deep intraslab earthquakes with an approximate magnitude of 6.8 (M6.8), earthquakes on shallow crustal faults such as the Tacoma Fault (approximately M6.9), the Seattle Fault (approximately M7), and other known and unknown shallow faults, and interface subduction zone earthquakes with a magnitude of up to approximately 9.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

See Section 3.a.3 below. Work will occur below the high tide line (HTL). The Project proposes deepening of the berthing areas from -51 feet MLLW to a minimum of -57 feet MLLW plus 2 feet of overdredge allowance (to a maximum of -59 feet MLLW) at the north and south berths (the entirety) of WUT and at Piers 3 and 4 of Husky Terminal. Approximately 315,000 cubic yards (CY) of material over 1,320,000 square feet will be dredged and disposed of. To complete toe wall installation, a portion of the riprap toe will be removed, the toe wall installed, and then a riprap toe replaced as required. To install the sheet pile toe wall, a temporary pile driving template will be used, consisting of a steel template held in place by four 24-inch-diameter steel pipe piles. The

temporary pile driving template will be constructed, sheet piles for the toe wall construction will be driven, and then the temporary pile driving template removed to be placed further down the sheet pile alignment. If riprap replacement is required, existing riprap removed during dredging operations will be reused on site. Approximately 14,000 CY of riprap will be replaced by the Project.

Sediment from dredging at WUT and Husky Terminal berths may be managed in two ways: open-water disposal and upland landfill disposal. Sediment characterization sampling will take place in advance of the dredging to determine which disposal type each of the Dredged Material Management Units will require.

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

No activities that could result in shoreline erosion are proposed.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

100% of the site is impervious under existing conditions; there will be no change in impervious cover after Project construction.

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

No earth disturbance above the HTL is proposed. Best management practices (BMPs) have been incorporated into the Project design to avoid or minimize the exposure of sensitive species to potential effects from the dredging. The following BMPs and conservation measures will be implemented to minimize environmental impacts during dredged material transport and placement at the open-water disposal site:

- A contractor work plan with description of equipment, placement techniques, work sequence, processes, and monitoring of placement of dredged material will be a required pre-construction submittal to be reviewed by the engineer, USACE, and other agencies prior to starting construction.
- Contractor work plans will be submitted to and are subject to review and approval by USACE and other permitting agencies and will be discussed and reviewed during the required pre-dredging conference for each event.

2. Air

Find help answering air questions[4]

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Short-term emissions from construction equipment, including barges, cranes, and excavators, would result from the proposal during construction. No long-term emissions would result from the Project once completed. The US Army Corps of Engineers found

[4] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-Air

that over all air emissions decrease when larger modern container ships displace older smaller ships that need to make more calls.

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

No off-site sources of emissions or odor would affect the proposal.

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

No measures to reduce or control emissions are proposed. No emissions would result from the Project once completed.

3. Water

Find help answering water questions[5]

a. Surface:

Find help answering surface water questions[6]

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.

The Project is located in the Blair Waterway which is adjacent to Commencement Bay.

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

All work is proposed over and in the Blair Waterway. The Project at WUT includes dredging the Blair Waterway berthing areas at the north and south berths (the entirety) of WUT. This work includes the following:

- Installing a toe wall at the north berth and the south berth of WUT.
- Dredging the WUT berthing area to a minimum of -57 feet MLLW plus 2 feet of overdredge allowance.
- Replacing riprap at the north berth and south berth of WUT. Material will be removed to -63.5 feet MLLW plus 1 foot of overdredge allowance (to a maximum of approximately -64.5 feet MLLW) in this area to allow for the replaced riprap.
- Replacing existing fenders.

The Project at the Husky Terminal includes dredging the Blair Waterway berthing area from its northern entrance through the Husky Terminal. This work includes the following:

[5] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water
[6] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Surface-water

- Installing the toe wall at Husky Terminal Pier 3.
- Dredging the Husky Terminal berthing area to a minimum of -57 feet MLLW plus 2 feet of overdredge allowance.
- Replacing riprap at Husky Pier 3 and Pier 4. Material will be removed to -63.5 feet MLLW plus 1 foot of overdredge allowance (to a maximum of approximately -64.5 feet MLLW) in this area to allow for the replaced riprap.
- Replacing existing fenders.

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.

The Project proposes deepening of the berthing areas from -51 feet MLLW to a minimum of -57 feet MLLW plus 2 feet of overdredge allowance (to a maximum of -59 feet MLLW) at the north and south berths (the entirety) of WUT and at Piers 3 and 4 of Husky Terminal. Approximately 315,000 CY of material will be dredged and disposed of. To complete toe wall installation, a portion of the riprap toe will be removed, the toe wall installed, and then a riprap toe replaced as required. To install the sheet pile toe wall, a temporary pile driving template will be used, consisting of a steel template held in place by four (4) 24" diameter steel pipe piles. The temporary pile driving template will be constructed, sheet piles for the toe wall construction will be driven, and then the temporary pile driving template removed to be placed further down the sheet pile alignment. If riprap replacement is required, existing riprap removed during dredging operations will be reused on site. Approximately 14,000 CY of riprap will be replaced by the Project.

Dredged material will be disposed of in accordance with procedures described in the *Dredged Material Evaluation and Disposal Procedures User Manual*. The Port is completing sediment characterization in consultation with the Dredged Material Management Program (DMMP) to evaluate material suitability for disposal. Disposal characterization sampling was conducted in advance of dredging to determine which disposal methods are appropriate for each sediment Dredged Material Management Unit. The Final Data Report transmitted to DMMP July 15, 2025, indicates that all sediment dredged from WUT and Husky berths may be suitable for open water disposal and accordingly could be disposed of at the Commencement Bay open-water disposal site or at an approved in-water beneficial use site. Material may also be placed on Port property or at an upland disposal facility. Sediment from dredging at WUT and Husky berths may be managed in two ways: open-water disposal and upland landfill disposal. Sediment characterization sampling will take place under supervision of the DMMP in advance of the dredging to determine which disposal type each of the Dredged Material Management Units will require.

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

The proposal does not require surface water withdrawals or diversions.

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

   The Project setting is completely within inundated areas of the Blair Waterway. City of Tacoma's FIRM map indicates the Project area was included in the 2017 Pierce County Floodplain Study and is partially within a Special Flood Hazard Area subject to inundation by the 100-year flood, Zone AE, base flood elevation of EL 12 NAVD88.

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 discharges of waste materials are anticipated. The Project proposes the following BMPs.

   Water Quality BMPs:

   - Project construction will be completed in compliance with Washington State Water Quality Standards (WAC 173-201A), and other conditions as specified in the 401 Water Quality Certification (WQC).
   - Appropriate BMPs will be employed to minimize sediment loss and turbidity generation during dredging. BMPs may include, but are not limited to, the following:
   - Smooth closure of the bucket when at the bottom
   - No stockpiling of dredged material on the riverbed
     - Other conditions as specified in the WQC
   - Enhanced BMPs may be implemented to control turbidity and may include, but are not limited to, the following:
     - Slowing the velocity (i.e., cycle time) of the ascending loaded clamshell bucket through the water column
     - Pausing the dredge bucket near the bottom while descending and near the water line while ascending
     - Placing filter material over the barge scuppers to clear return water
     - A floating silt curtain may be placed around the in-water dredge area to minimize the dispersion of suspended sediment during completion of dredging activities.

   Spill Prevention, Control, and Countermeasures BMPs:

   - Dredge vessel personnel will be trained in hazardous material handling and spill response, and will be equipped with appropriate response tools, including adsorbent oil booms. If a spill occurs, spill cleanup and containment efforts will begin immediately and will take precedence over completion of normal work.

- The dredging contractor will be responsible for the preparation of a Spill Prevention, Control, and Countermeasure (SPCC) Plan to be used for the duration of the Project. The plan shall be submitted to the project engineer as a pre-construction submittal prior to the commencement of any construction activities. A copy of the plan with any updates will be maintained at the work site by the contractor.
- The SPCC Plan will identify construction planning elements and recognize potential spill sources at the site. The SPCC Plan will outline responsive actions in the event of a spill or release and shall describe notification and reporting procedures. The SPCC Plan will outline contractor management elements, such as personnel responsibilities, project site security, site inspections, and training.
- The SPCC Plan will outline the measures that will be taken by the contractor to prevent the release or spread of hazardous materials, either found on site and encountered during construction but not identified in contract documents or any hazardous materials that the contractor stores, uses, or generates on the construction site during construction activities. These items include, but are not limited to, gasoline, oils, and chemicals.

b. Ground:

Find help answering ground water questions[7]

1. **Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give a general description, purpose, and approximate quantities if known.**

   Not applicable; no groundwater will be withdrawn from a well.

2. **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (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.**

   Not applicable; no waste material will be discharged into the ground from septic tanks or other sources.

c. Water Runoff (including stormwater):

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

[7] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Groundwater

Not applicable; no stormwater runoff would result from or be changed by the Project.

2. **Could waste materials enter ground or surface waters? If so, generally describe.**

   Not applicable; the Project occurs below the HTL and will not impact ground or surface waters.

3. **Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.**

   Not applicable; drainage patterns will be unaffected by the Project.

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

Not applicable; surface, ground, and runoff water and drainage patterns will be unaffected by the Project.

4. Plants

Find help answering plants questions

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

☐ **deciduous tree: alder, maple, aspen, other**

☐ **evergreen tree: fir, cedar, pine, other**

☐ **shrubs**

☐ **grass**

☐ **pasture**

☐ **crop or grain**

☐ **orchards, vineyards, or other permanent crops.**

☐ **wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other**

☐ **water plants: water lily, eelgrass, milfoil, other**

☐ **other types of vegetation**

No vegetation exists at the Project site. Husky Terminal is a 125-acre paved intermodal facility located near the entrance of the Blair Waterway. WUT is a 103-acre paved intermodal facility located 1.5 miles from the entrance of the Blair Waterway along the south side adjacent to the Turning Basin. The water side of the terminal consists of a pile-supported wharf deck with a riprap armored slope. In 2000, the federal navigation channel was deepened to -51 feet MLLW (the current authorized navigation channel depth) as part of a USACE Civil Works project. The berthing areas are armored with riprap that extends from the top of the bank below the wharf deck.

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

Not applicable; no vegetation exists at the Project site.

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

Not applicable; no vegetation exists at the Project site.

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

Not applicable; no vegetation exists at the Project site.

e. List all noxious weeds and invasive species known to be on or near the site.

Not applicable; no vegetation exists at the Project site.

5. Animals

Find help answering animal questions[8]

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

Examples include:

- **Birds: hawk, heron, eagle, songbirds, other:** Birds may be present adjacent to the Project Area. The Project Area is industrial and provides no habitat for these birds.
- **Mammals: deer, bear, elk, beaver, other:**
- **Fish: bass, salmon, trout, herring, shellfish, other:**

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

See the *Biological Assessment* (Anchor QEA 2025a) that supports the findings in the summary table below.

Summary of Effect Determinations for Endangered Species

Species, Population	Agency	ESA Status	Species Effect Determination	Critical Habitat	Critical Habitat Effects Determination
Mammals					
Killer whale, Southern Resident DPS (*Orcinus orca*)	NMFS	Endangered	LAA	Designated: Present in Action Area	NLAA
Humpback whale *(Megaptera novaeangliae)*	NMFS	Endangered	LAA	Not Designated	N/A
Birds					
Marbled murrelet *(Brachyramphus marmoratus*)	USFWS	Threatened	NLAA	Designated: Not Present in Action Area	NLAA

[8] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-5-Animals

Species, Population	Agency	ESA Status	Species Effect Determination	Critical Habitat	Critical Habitat Effects Determination
Yellow-billed cuckoo (*Coccyzus americanus)*	USFWS	Threatened	NE	Designated: Not Present in Action Area	N/A
Steaked horned lark *(Eremophila alpestris strigata)*	USFWS	Threatened	NE	Designated: Not Present in Action Area	N/A
Reptiles					
Northwestern pond turtle (*Actinemys marmorata*)	USFWS	Proposed threatened	NE	Not designated	N/A
Fishes					
Bull trout (*Salvelinus confluentus*)	USFWS	Threatened	NLAA	Designated: Present in Action Area	NLAA
Chinook salmon, Puget Sound ESU (*Oncorhynchus tshawytscha*)	NMFS	Threatened	LAA	Designated: Not Present in Action Area	LAA
Steelhead, Puget Sound DPS (*Oncorhynchus mykiss*)	NMFS	Threatened	LAA	Designated: Not Present in Action Area	NLAA
Invertebrates					
Monarch butterfly (*Danaus 14lexippus*)	USFWS	Proposed threatened	Not likely to jeopardize continued existence (provisional NLAA)	Not designated	N/A
Suckley's cuckoo bumble bee (*Bombus suckleyi*)	USFWS	Proposed endangered	Not likely to jeopardize continued existence (provisional NLAA)	Not designated	N/A
Sunflower sea star (*Pycnopodia helianthoides*)	NMFS	Proposed threatened	Not likely to jeopardize continued existence (provisional NLAA)	Not designated	N/A

Notes:
DPS: distinct population segment
ESU: evolutionarily significant unit
LAA: likely to adversely affect
NE: no effect
NLAA: not likely to adversely affect

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

Yes. The site is part of the Pacific flyway for migrating birds. Puget Sound is utilized by adult and juvenile salmonids for migration. While aquatic species may use the adjacent Commencement Bay as a migratory corridor to areas such as the Puyallup River, it is anticipated that species would be primarily found in the nearshore environment of Commencement Bay, far from the site, and would avoid the Project Area.

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

The following BMPs will be implemented to avoid or minimize environmental impacts during the Project:

ESA BMPs:

- All work conducted below the HTL will occur during allowable the in-water work window.
- The work will be conducted to ensure no impingement of juvenile salmonids occurs due to impacts from the mechanical dredging equipment. Regular observation and inspection of dredged sediment aboard the barge or at the dredged material placement site will be conducted. If impingement occurs due to completion of construction activities, dredging operations will be adjusted (slowed) to increase the opportunity for juvenile salmonids to avoid impacts from the dredging equipment.

e. List any invasive animal species known to be on or near the site.

No invasive animal species are known to be on or near the Project Area.

6. Energy and natural resources

Find help answering energy and natural resource questions[9]

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.

Not applicable; the completed Project will not require energy needs. The Project consists of installation of a toe wall, fender replacement, and dredging.

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

Not applicable; the completed Project will not affect the potential use of solar energy adjacent properties.

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.

Not applicable; the completed Project will not require energy needs, so no energy conservation features are included.

[9] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-6-Energy-natural-resou

7. Environmental health

Health Find help with answering environmental health questions[10]

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

No environmental health hazards are anticipated by the Project. There is a portion of Blair Waterway outside of the Project's dredging limits that is listed 303(d) sediment for arsenic. This area is on the opposite side of the federal navigation channel and is listed for arsenic with cleanup started.

The Project proposes the following BMPs:

Spill Prevention, Control, and Countermeasures BMPs:

- The selected contractor will be responsible for having a Spill Prevention, Control, and Countermeasures Plan (SPCC Plan) and spill containment kits on hand.
- Dredge vessel personnel will be trained in hazardous material handling and spill response, and will be equipped with appropriate response tools, including adsorbent oil booms. If a spill occurs, spill cleanup and containment efforts will begin immediately and will take precedence over completion of normal work.
- The dredging contractor will be responsible for the preparation of an SPCC Plan to be used for the duration of the Project. The plan will be submitted to the project engineer as a pre-construction submittal prior to the commencement of any construction activities. A copy of the plan with any updates will be maintained at the work site by the contractor.
    - The SPCC Plan will identify construction planning elements and recognize potential spill sources at the site. The SPCC Plan will outline responsive actions in the event of a spill or release and shall describe notification and reporting procedures. The SPCC Plan will outline contractor management elements, such as personnel responsibilities, project site security, site inspections, and training.
    - The SPCC Plan will outline the measures that will be taken by the contractor to prevent the release or spread of hazardous materials, either found on site and encountered during construction but not identified in contract documents or any hazardous materials that the contractor stores, uses, or generates on the construction site during construction activities. These items include, but are not limited to, gasoline, oils, and chemicals.

[10] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-7-Environmental-health

1. **Describe any known or possible contamination at the site from present or past uses.**

   A portion of the Project is located within the Commencement Bay Superfund Site. Additionally, there is a portion of Blair Waterway outside of the Project dredging limits that is listed 303(d) sediment for arsenic. This area is on the other side of the federal navigation channel and is listed for arsenic with cleanup started. Sediment characterization sampling will take place in advance of the dredging to determine which disposal type each of the Dredged Material Management Units will require.

   A portion of the Project is located adjacent to the Commencement Bay Superfund Site. The site encompasses an active commercial seaport and includes 12 square miles of shallow water, shoreline, and adjacent land, most of which is highly developed and industrialized. No action was required to be taken in the Blair Waterway other than those actions identified in the Puyallup Land Settlement Agreement. In 1996, EPA deleted the Blair Waterway (including properties associated with the Blair Waterway transferred to the Tribe in the Puyallup Land Settlement Agreement) from the National Priorities List because cleanups had been completed in these areas or studies had been completed showing that this waterway did not require cleanup.

2. **Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**

   No existing hazardous chemical/conditions are anticipated for the Project; however, see Section 7.a. and 7.a.1. above for historical contaminant conditions in the Project Area and adjacent area.

   Sediment characterization sampling has taken place in advance of the dredging to determine which disposal type each of the Dredged Material Management Units will require. All sediments are suitable for open-water disposal per the DMMO Suitability Determination issued 10/23/2025.

3. **Describe any toxic or hazardous chemicals that might be stored, used, produced during the project's development or construction, or at any time during the operating life of the project.**

   Beyond typical lubricants and fuels associated with construction equipment, no toxic or hazardous chemicals are anticipated to be stored, used, or produced by the Project.

4. **Describe special emergency services that might be required.**

   Not applicable; no special emergency services are anticipated to be required.

5. **Proposed measures to reduce or control environmental health hazards, if any.**

   BMPs have been incorporated into the Project design to reduce and control environmental health hazards. These BMPs are listed above in the Section 7 subsections.

b. Noise

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

   The Project setting is characterized by intensive industrial and urban land uses near the Project Area. There are many sources of ambient terrestrial noise within the action area. Regular marine and upland commercial traffic in and around Blair Waterway are ongoing sources of noise that affect the in-air extent of the action area. Daytime ambient noise levels in the area have not been measured as part of the Project, but the Washington State Department of Transportation indicates that high density urban areas have typical ambient sound levels of approximately 78 A-weighted decibels (dBA). This is likely conservative given the highly industrial nature of the Project Area. See the *Biological Assessment* (Anchor QEA 2025a) for the noise analysis.

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)?**

   Terrestrial Noise:

   Noise attenuates to ambient, or background, levels as the distance from the source of the noise increases. In areas of soft ground cover, the standard reduction for point-source noise is 7.5 dBA for each doubling distance from the source. In areas of hard ground cover, the standard reduction for point-source noise is 6 dBA for each doubling distance from the source. The Project Area is primarily surrounded by urban areas and water, which are considered a mix of soft and hard ground cover, so calculations using hard ground cover are used here to be conservative. Using a 6-dBA reduction for each doubling of distance, in-air noise conditions were calculated for the distances at which they were expected to attenuate to ambient conditions.

   Sound levels from the loudest anticipated construction activity generally attenuate to background levels within approximately 1,120 feet from the Project Area.

   Underwater Noise:

   Pile driving will occur intermittently over the course of construction during the approved in-water work window. Due to a lack of site-specific background sound level data, a standard value of 120 decibels (dB) in root-mean-square (RMS) pressure is used. The practical spreading loss model (4.5-dB noise reduction per doubling distance) was used to estimate the extent of underwater sound from the Project. Using the practical spreading loss model and a transmission loss coefficient of 15 (consistent with a 4.5-dB reduction per doubling distance), underwater noise would attenuate at a distance of 24,135 feet or 4.57 miles in open water or to the closest land mass.

See the *Biological Assessment* (Anchor QEA) for the noise analysis. Noise would occur in the short-term during Project construction and is anticipated to return to existing levels on Project completion in the long-term.

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

   No measures to reduce or control terrestrial noise are proposed. The Project is located in an industrial maritime area and within a narrow waterway that confines the underwater noise. During pile installation, a marine mammal monitoring plan will be implemented, to include utilization of trained protected species observers monitoring for marine mammals in the area of potential effects and exclusion zone in accordance with Endangered Species Act requirements.

8. Land and shoreline use

Find help answering land and shoreline use questions[11]

a. **What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.**

   Husky Terminal and WUT are intermodal facilities in an active commercial seaport and facilitate trade between Asia and the central and eastern United States and throughout the Northwest. The Port is part of the Northwest Seaport Alliance (NWSA), which is a marine cargo operating partnership of the ports of Tacoma and Seattle. The NWSA utilizes multiple waterways to accommodate large oceangoing cargo ships and has developed intermodal transportation connections between ships and road or rail. The Project will not affect land uses on nearby or adjacent properties.

b. **Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses because of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?**

   Not applicable; the Project Area has not been used for agriculture or farmland.

   1. **Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how?**

      Not applicable, there is no surrounding agriculture or farmland.

c. **Describe any structures on the site.**

   The water side of the terminal consists of a pile-supported wharf deck with a riprap armored slope. In 2000 the federal navigation channel was deepened to -51 feet MLLW (the current authorized navigation channel depth) as part of a USACE Civil Works project. The berthing areas are armored with riprap that extends from the top of the

[11] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-8-Land-shoreline-use

bank below the wharf deck. No vegetation exists on site. Site infrastructure includes cranes, rail, and a laydown area for operations.

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

Existing fenders will be removed and replaced within the same footprint. No demolition is proposed.

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

PMI – Port Maritime & Industrial District

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

Manufacturing/Industrial

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

Port Maritime and Industrial

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

Tacoma defines critical areas as aquifer recharge areas, fish and wildlife habitat conservation areas, flood hazard areas, geologically hazardous areas, wetlands, and streams. The Project Area is located in a flood hazard area and a geologically hazardous area as defined in Section B.1.d. Section B.3.a.5.

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

No people would reside at the completed Project and there would be no change to the people working at the terminals.

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

No people would be displaced by the Project.

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

Not applicable; no people would be displaced by the Project.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.

Not applicable; there will be no change to land use proposed by the Project.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

Not applicable, there will be no impact to agricultural or forest lands.

9. Housing

Find help answering housing questions[12]

[12] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-9-Housing

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

Not applicable; no housing units are proposed.

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

Not applicable; no housing units are proposed.

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

Not applicable; no housing units will be impacted.

10. Aesthetics

Find help answering aesthetics questions[13]

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

The top of existing wharf deck is located at elevation 21.40 feet MLLW. No structure is proposed with a height above this existing elevation. The fenders will be replaced and will be positioned on the wharf face below the top of deck.

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

No views would be altered or obstructed by the Project.

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

Not applicable; no aesthetic impacts are anticipated.

11. Light and glare

Find help answering light and glare questions[14]

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

Not applicable; no light or glare will be produced by the completed Project.

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

Not applicable; no light or glare will be produced by the completed Project.

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

Not applicable; no light or glare will affect the Project.

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

Not applicable; no light or glare will be produced by the completed Project.

[13] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-10-Aesthetics
[14] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-11-Light-glare

12. Recreation

Find help answering recreation questions

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

Not applicable; no recreational opportunities exist in the immediate vicinity.

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

Not applicable; the Project would not displace any existing recreational opportunities.

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

Not applicable; no recreational opportunities exist in the immediate vicinity.

13. Historic and cultural preservation

Find help answering historic and cultural preservation questions[15]

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

No such sites exist at or adjacent to WUT. At Husky Terminal, no listed sites exist within the Project Area. Adjacent to Husky Terminal, eligible listing 31178, United Grain Corporation (Port of Tacoma Pier No. 2) is located to the south of the terminal.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

The Project Area has been previously dredged to -51 feet MLLW and no historical or cultural artifacts are anticipated below this depth. Therefore, no landmarks, features, or other evidence of Indian or historic use or occupation are anticipated to be present in the Project Area. Please review the provided Port of Tacoma Cultural Resources Approach Form and *Port of Tacoma Cultural Resource Programmatic Management Plan* (CRPMP) for further detail. Aqua Terra Cultural Resource Consultants prepared the CRPMP in coordination with Port and the Puyallup Tribe of Indians to establish a mutually agreed upon plan for how cultural resource concerns will be addressed for all projects and Port Maintenance Department activities that are to be conducted within the Port CRPMP Study Area (CRPMP Study Area), as defined herein. The CRPMP is expected to support all applicable federal, state, municipal laws and regulations and Tribal concerns.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and

[15] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-13-Historic-cultural-p

the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

See the above response to Section B.13.c.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

No measures are proposed as no landmarks, features, or other evidence of Indian or historic use or occupation are anticipated to be present in the Project Area. An Inadvertent Discovery Plan (IDP) will be onsite and implemented as necessary.

14. Transportation

Find help with answering transportation questions[16]

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

There are no public streets or highways that directly serve the site. To access the site from I-5 South take Exit 136 for Port of Tacoma. Turn left onto 12th Street East/Ward Street then turn right onto Port of Tacoma Road. The terminals are on the right.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

No, the terminals are not served by public transit.

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

No, the Project will not require new improvements to transportation.

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

Husky Terminal is a 125-acre paved intermodal facility located near the entrance of the Blair Waterway. WUT is a 103-acre paved intermodal facility located 1.5 miles from the entrance of the Blair Waterway along the south side adjacent to the Turning Basin. Husky and WUT are intermodal facilities in an active commercial seaport and facilitate trade between Asia and the central and eastern United States and throughout the Northwest. The Port is part of the NWSA, which is a marine cargo operating partnership of the ports of Tacoma and Seattle. The NWSA uses multiple waterways to accommodate large oceangoing cargo ships and has developed intermodal transportation connections between ships and road or rail.

e. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of

[16] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-14-Transportation

the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

The completed Project is not anticipated to be supported by vehicular trips.

The Feasibility Study (Corps 2022) evaluated vessel traffic before and after channel deepening using current and projected exports, vessel fleet data, and forecasts from IHS Global Insight, along with input from the Port, Puget Sound Pilots, and other sources. The study found that deepening the channel and optimizing vessel loading would reduce the number of vessel calls at Tacoma Harbor by 150 in 2030 and 162 in 2035. Fewer vessel calls would ease congestion, shorten wait times, and improve water and air quality. Since all ships utilizing the federal navigation channel ultimately utilize berthing areas, this Project has identical outcomes.

f. Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No, the Project will not interfere with movement of agricultural or forest products.

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

No measures are proposed because the Project will not impact transportation.

15. Public services

Find help answering public service questions[17]

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

No, the Project will not increase the need for public services.

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

No measures are proposed because the Project will not increase the need for public services.

16. Utilities

Find help answering utilities questions[18]

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

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 the immediate vicinity which might be needed.

No new utilities are proposed for the Project.

[17] https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-15-public-services
[18] https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-16-utilities

C.Signature

Find help about who should sign[19]

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

X Norman Gilbert

Type name of signee: Norman Gilbert
Position and agency/organization: Port of Tacoma
Date submitted: 10/27/25, revised 12/10/25

[19] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-C-Signature