Interim Action Work Plan

Port of Vancouver Terminal 5 Alcoa Vancouver Site

Appendix D
State Environmental Policy Act Checklist

A. Background

1. Name of proposed project, if applicable:

Port of Vancouver Terminal 5 Alcoa Vancouver Site Interim Action Cleanup of Contaminated Sediments (the Project)

2. Name of applicant:

Port of Vancouver USA

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

Address: 3103 NW Lower River Road, Vancouver, Washington 98660

Phone: (360) 693-3611

Contact Person: Mary Mattix, Environmental Director/Project Manager

4. Date checklist prepared:

May 2025

5. Agency requesting checklist:

Washington Department of Ecology

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

The Project is anticipated to occur in two phases to facilitate environmental compliance and project logistics: Phase 1 would occur in the upstream portion of Terminal 5 during the agency-approved in-water work window, which is anticipated to be from August 1 to January 31 each year, depending on agency approvals. Phase 1 is tentatively scheduled for the 2026 to 2027 in water work window, pending receipt of all permits and approvals, funding, and other project delivery considerations. Phase 2 would occur in the downstream portion of Terminal 5 during the subsequent in-water work window (2027 to 2028). Depending on economic, market, project delivery considerations, and/or agency coordination and approvals, work could occur during one in-water work window in either 2026 to 2027 or 2027 to 2028.

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

Terminal 5 is a key maritime asset of the port, providing deepwater moorage and upland infrastructure that has good connectivity to river, road, and rail transportation. The Project facilitates future maritime opportunities of Terminal 5.

The port is currently marketing Terminal 5 as a bulk export facility. The port has secured federal, state, and local permits that can be utilized to construct in-water infrastructure that supports bulk export use.

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

Environmental information that has been prepared for the Project Site (but not for the purpose of this Project) is as follows:

- *Remedial Investigation/Feasibility Study, Alcoa/Evergreen Vancouver Site. Prepared for the Washington State Department of Ecology (on behalf of Alcoa, Inc.), prepared by Anchor Environmental, LLC (Anchor), September 2008.*
- *Final Cleanup Action Plan and Schedule (CAP), prepared by the Washington State Department of Ecology, December 2008.*
- *Sediment Characterization Report for Terminal 5 Berth 17, prepared by Floyd|Snider for Port of Vancouver, May 2019.*
- *Port of Vancouver Terminal 5 Berth 17 Sediment Sampling Results Memorandum, prepared by Floyd|Snider for Washington State Department of Ecology, October 2019.*
- *Final Periodic Review Data Report, Former Alcoa Vancouver Site, prepared for the Alcoa Corporation, prepared by Anchor QEA, January 2024.*

The following documents are being prepared as part of the Project and would be complete prior to completion of the Project:

- *Interim Action Work Plan for the Terminal 5 Former Alcoa Site, prepared by Floyd|Snider for the Port of Vancouver, March 2025.*
- *Engineering Design Report for the Terminal 5 Former Alcoa Site, prepared by Floyd|Snider for the Port of Vancouver, January 2026.*

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.

There are no pending applications for governmental approvals of other proposals directly affecting the properties covered in this SEPA checklist. There are existing permits for development of in-water infrastructure to support a bulk export facility at Terminal 5, as mentioned above.

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

The proposed cleanup action would be conducted under an Agreed Order (AO) with Ecology. The proposed sampling that will be conducted as part of the Interim Action would be covered by existing programmatic authorizations held by the port.

Per WAC 173-340-710[9][b], remedial actions conducted under an AO are exempt from the procedural requirements of certain laws and all local and state permits but must comply with the substantive requirements of these laws and permits. The exemption from procedural requirements applies to the following relevant state and local regulations:

- Solid Waste Management Act (Chapter 70A.205 RCW)
- Hazardous Waste Management Act (Chapter 7A.300 RCW)

- Construction Projects in State Waters (Chapter 77.55 RCW)
- Water Pollution Control Act (Chapter 90.48 RCW)
- Shoreline Management Act (Chapter 90.58 RCW)
- Hydraulic Code Rules (Chapter 220-660 WAC)
- Any laws requiring or authorizing local government permits or approvals

The following federal permit and associated consultations would be secured:

- U.S. Army Corps of Engineers Nationwide Permit 38—Cleanup of Hazardous and Toxic Waste
    - Endangered Species Act (ESA) Section 7 Consultation
    - National Historic Preservation Act Section 106 Consultation

11. Give a 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.)

Terminal 5 is located within the Alcoa Vancouver Model Toxics Control Act (MTCA) cleanup site, Cleanup Site ID No. 2867. Previous remedial activity included both uplands and in-water sediment cleanup actions (Figure 1). Terminal 5 sediments have not been dredged since completion of the cleanup activities in 2009 by Alcoa. Sampling conducted in 2018 and 2019 as part of an effort to bring Berth 17 into the port's Maintenance Dredging Program, identified remaining polychlorinated biphenyl (PCB) contamination and polycyclic aromatic hydrocarbon (PAH) contamination in the proposed dredge prism. Subsequent sediment sampling conducted by Alcoa in 2021 and 2022, to support the Washington State Department of Ecology's (Ecology's) 2020 periodic review process, and further sampling by the port, identified additional remaining PCB contamination and PAH contamination within the original 2009 cleanup action footprint. Ecology's 2020 periodic review document, informed by the 2018 through 2022 sampling results, is in process and is expected to be completed in 2025, prior to implementation of the Interim Action.

The 2009 cleanup of the Terminal 5 sediments failed to fully address the PCB and PAH sediment contamination present above the December 2008 CAP cleanup standards, and contaminated sediment remains throughout the cleanup boundary. Ecology has therefore determined that an Interim Action is necessary under WAC 173-340-430. The purpose of this Project is to implement a phased Interim Action to address contaminated sediments under a forthcoming Agreed Order (Order #XXXX) between the port and Ecology. The Interim Action may be executed in phases to support construction of the permitted bulk facility's in-water structures and bring Site sediments into compliance with the December 2008 CAP cleanup standards.

The following description provides the anticipated construction methods based on a preliminary concept plan. Completing this review early in the project design is consistent with

WAC 197-11-055(1), which directs the SEPA process to be integrated with agency activities at the earliest possible time to ensure that planning and decisions reflect environmental values.

During Phase 1, an estimated volume of approximately 20,000 cubic yards (CY) of sediment would be dredged upstream of the Berth 17 dock structure to the upstream end of the 2009 cleanup area boundary, with removal depths varying by location reaching approximately -60 feet Columbia River Datum (CRD) in some areas. During Phase 2, an estimated volume of approximately 20,000 CY of sediment would be dredged. Refer to Figure 2 for the Phase 1 and Phase 2 Interim Action Dredge Areas. A pre-design investigation is anticipated to be conducted in summer 2025 to inform remedial design, as well as refine the final dredge extents and dredge volumes.

Upon completion of each phase of dredging, post-dredge grab sampling would be conducted to verify the sediment cleanup criteria have been met. If the post-dredge surface-weighted average concentration (SWAC) for total PCBs exceeds 97 micrograms per kilogram (µg/kg; the sediment cleanup level in the CAP and 2009 Consent Decree), and/or any specific location exceeds Ecology's Sediment Management Standards (SMS) freshwater sediment cleanup objectives for either total PCBs or total PAHs, dredging would continue until both the post-dredge SWAC and all surface locations are in compliance.

During all dredging, dredge material would be placed on a watertight barge or scow and there would be no passive dewatering into the Columbia River. All monitoring will be conducted in accordance with an Ecology-approved Water Quality Monitoring and Protection Plan (WQMPP) that will be prepared as part of the Engineering Design Report (EDR) for the Interim Action. All dewatering water would be treated at the transload site in compliance with water quality standards and either discharged back to the Columbia River following treatment or discharged to the sanitary sewer, if needed. Dredge material is expected to be off-loaded at a port berth that supports this type of activity; however, in the past, a project contractor has performed maintenance dredging for the port and off-loaded dredged material at their yard for upland disposal. Consistent with the previous occurrence, the port and Contractor would coordinate with Ecology and any applicable agencies regarding off-loading of dredge material outside of the port berths. All material would be transported for disposal at a permitted landfill facility.

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 Terminal 5 property is located along the Columbia River at 5701 NW Old Lower River Road, River Mile 103, approximately 3 miles northwest of Vancouver, Washington (Figure 1). The port owns the Berth 17 pier and adjacent 208-acre upland parcels (Parcel Numbers 152799000, 152798000, and 152905000). The in-water portion of Terminal 5 that is subject to the Interim Action consists of multiple parcels owned by the Washington State Department of Natural Resources (DNR) and are managed under a Port Management Agreement (PMA;

Parcel Numbers 500501000, 503000000, 503001000, 500504000, and 503020000). One in-water parcel is owned by the Port (Parcel Number 503010000).

Terminal 5 is situated in the NW ¼ and NE ¼ of Section 19, Township 2N, Range 1E.

B. Environmental Elements

1. Earth

a. General description of the site:

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

Terminal 5 was designed to provide deepwater moorage, accommodating vessels from the adjacent federal navigation channel. Extending from ordinary high water mark along the shoreline at Terminal 5, the in-water portion of the site slopes down to approximately -50 feet CRD. The area between the face of Berth 17 dock and federal navigation channel is sloped at a lower gradient with depths ranging from approximately -35 feet CRD to -50 feet CRD—this area is intended to provide deepwater moorage.

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

The steepest existing slope is 3:1 and is located under the Berth 17 dock.

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 substrate within the Terminal 5 sediment area consists of sand, silt, gravel, and native rock alluvial deposits.

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

There are no known indications or history of naturally unstable soils in the vicinity of the Project. However, evaluation of the bathymetry surveys conducted by the port over the past decade has shown areas upstream and within the berth that have experienced continued erosion and lowering of the mudline. Additionally, a documented slope failure, attributed to Alcoa's cleanup activities, occurred over 15 years ago adjacent to the upriver side of the Berth 17 dock.

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.

Please refer to the response to Question A.11, which provides additional detail regarding the purpose, location, and approximate extents of the proposed dredging. No filling is proposed as part of this project; however, the potential for placement of up to 2,000 CY of sand as a BMP for dredge residual management will be evaluated in the EDR, based on the design dredge extents and feasibility if deeper subsurface contamination is

encountered. Although the project proposes dredging and removal of contaminated sediments, if there are dredging constraints next to the Berth 17 structure, an armored cap consisting of up to 4,000 CY of sand and armored rock may be necessary.

The dredging quantities estimated for the Project based on the current information available are provided below; these will be updated as additional data are collected in coordination with Ecology:

- For Phase 1, an estimated volume of approximately 20,000 CY of sediment would be dredged from upstream of the Berth 17 dock structure to the upstream end of the 2009 cleanup area boundary, with the removal down to a maximum elevation of approximately -60 feet CRD in some locations.
- For Phase 2, an additional an estimated volume of approximately 20,000 CY of sediment would be dredged from the downstream end of the Phase 1 footprint to approximately 300 feet downstream of the Berth 17 dock structure, also down to a maximum elevation of -60 feet CRD.

The majority of the mudline within the Terminal 5 navigable area is already at or deeper than -43 feet CRD, the authorized navigational channel. Therefore, the proposed Interim Action remedial dredging would be going below this authorized depth and deeper than what is needed for operational use and/or outside of navigable areas (i.e., shoreward of the face of a terminal/dock structure) solely for the purpose of removing contamination. The cleanup dredging will not be based on operational or maintenance dredging needs.

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

Erosion is not anticipated, as no clearing, grading, or upland construction activities are proposed other than transloading of dredged material.

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

Project activities would occur in water. The Project does not involve the addition of any impervious surfaces. The site conditions would remain unchanged in terms of impervious surface coverage following completion of the Project.

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

The Project would not disturb upland soil. To minimize and control potential erosion during dredging activities, BMPs would be implemented as described below in response to Question 6.c.4.

2. Air

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.

The primary emissions associated with the Project are related to construction equipment, support vessels (e.g., tugs, skiffs), and other equipment used during dredging activities,

including trucks. Emissions of this kind are typical for an industrial area, such as a working port. The emissions would be temporary in nature because the dredging activities are limited to a short-term project duration. The anticipated increase in emissions during dredging would best be described as negligible.

No significant ongoing emissions are anticipated, as the Project does not involve permanent equipment or facilities that produce air emissions.

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

There are no known off-site sources of emissions or odors that would affect the Project.

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

The contractor would be required to maintain all equipment in good working order to minimize emissions. The port would also require contractors to minimize unnecessary idling during operations. Emissions associated with the Project would be temporary and limited in nature and are not expected to significantly affect air quality.

3. Water

a. Surface:

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.

Yes, the project would require work in and adjacent to the Columbia River.

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.

Dredging would occur in, over, and within 200 feet of the Columbia River.

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.

No fill placement is currently proposed as part of the Project. The Project would involve the removal of an estimated volume of approximately 40,000 CY of contaminated sediment from the in-water portion of Terminal 5, as shown on Figure 2.

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

The Project would 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 would occur within and adjacent to the Columbia River, which is identified as a floodway by the Federal Emergency Management Agency, Flood Insurance Rate Map, effective September 5, 2012 (Map number 53011C0342D).

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.**

The Project does not involve direct discharges of waste materials to surface waters. All dredged material would be placed on a watertight barge or scow to prevent passive dewatering and all dredge return water would be treated before being discharged back to the Columbia River.

b. Ground:

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.**

The Project would not include groundwater withdrawal for drinking or other purposes.

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.**

The Project would not include discharge of waste material 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.**

During dredging operations, stormwater from the deck of barges and scows would be contained along with dredge material, with no passive dewatering into the Columbia. At the transload site, this commingled stormwater and dewatering water would be treated prior to discharge to the Columbia River in compliance with water quality standards or directed to the sanitary sewer system if required.

Any stormwater at the onshore transload and material handling areas would be managed per site-specific stormwater pollution prevention measures.

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

Waste materials would not enter the ground or surface waters during the Project. Given that the Project is located in the Columbia River, there is the potential for debris to inadvertently enter surface water during work activities. Additionally, there is also potential for leaks and spills of fuel, hydraulic fluids, and lubricants from standard construction-related equipment and storage containers. Furthermore, all dredge return water would be treated before being discharged back to the Columbia River. The BMPs the Contractor would be required to implement to ensure that waste materials, including contaminated water, do not enter surface water are listed below in the response to Question 3.c.4.

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

The Project would not alter or affect drainage patterns in the vicinity of the site.

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

The following water quality protection measures will be implemented throughout the Project:

- All in-water work will occur during the agency-approved in-water work window anticipated to be from August 1 to January 31 each year.
- The Contractor will develop a Dredging Plan; Spill Prevention, Control, and Countermeasure Plan (SPCC); and other relevant plans, subject to approval by the regulatory agencies before construction begins.
- Turbidity will be monitored to ensure that construction activities are in compliance with Washington State Water Quality Standards for Surface Waters (WAC 173-201A). All monitoring will be conducted in accordance with an Ecology-approved WQMPP.
- A suite of BMPs will be employed to minimize sediment loss and turbidity generation during dredging and dewatering including, but not limited to, the following:
    - Elimination of multiple bites while the bucket is on the bottom
    - No stockpiling of dredge material below the ordinary high-water line
    - No riverbed leveling
    - Use of spill plates during transloading
- Depending on the results of the water quality monitoring program, enhanced BMPs may also be implemented to further control turbidity. Enhanced BMPs may include 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.

- The barge will be managed such that the dredged sediment load does not exceed the capacity of the barge. The load will be placed in the barge to maintain an even keel and avoid listing.
- Dredge material will be placed on a watertight barge or scow and there will be no passive dewatering into the Columbia River. All dewatering water will be treated at the transload site and either discharged back to the Columbia River or discharged to the sanitary sewer, if acceptable.
- Dredge vessel personnel will be trained in hazardous material handling, and spill response and will be equipped with appropriate response tools, including absorbent oil booms. If a spill occurs, spill cleanup and containment efforts will begin immediately and will take precedence over normal work; appropriate spill notifications will occur per the conditions of the project permits and contract.
- Fuel hoses, oil or fuel transfer valves, and fittings will be inspected on a regular basis for drips or leaks in order to prevent spills into the surface water.
- The Contractor will monitor spillage during transfer operations.
- There shall be no path for material to fall into the water during off-loading operations. Spill aprons or other containment devices shall be used to prevent the release of spilled material into the water between the barge and the dock.
- To verify that no material is released, visual water quality monitoring will be conducted around the barge during removal and transfer operations. Additional follow-up measures will be implemented, if needed.
- If stockpiling of dredge material becomes necessary, BMPs will be employed as appropriate to control runoff and erosion. Such BMPs may include the following:
    - Installing silt fences, hay bales, and/or containment berms to present runoff of accumulated water to the Columbia River
- Routinely inspecting the stockpile areas to ensure that BMPs are functioning properly.

4. Plants

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**

Little to no aquatic vegetation exists within the Terminal 5 sediments and upland vegetation is sparse (consisting of blackberry and grass) along the shoreline and within the adjacent Terminal 5 area.

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

No vegetation would be removed or altered as a result of the Project.

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

There are no threatened or endangered plant species known to be on or near the site. The Washington Natural Heritage Information System lists several plant species for Clark County, with one recorded as occurring within the floodplain of the lower Columbia River. However, the potential for this water howellia (*Howellia aquatilis*) to occur within the project site is considered very low because the species requires clay and organic soils, semipermanent water, and overhanging deciduous trees, which are not characteristics of the area surrounding Terminal 5.

Further, the Project would not disturb plant species because construction activities occur in water.

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

No landscaping is proposed as part of the Project, and measures to preserve or enhance vegetation on the site are not proposed either, because the Project would not have an effect on plant species.

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

The invasive Himalayan blackberry (*Rubus armeniacus*), false indigo, and invasive grass species exist throughout the lower Columbia River.

5. Animals

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:**

- **Mammals: deer, bear, elk, beaver, other:**
- **Fish: bass, salmon, trout, herring, shellfish, other:**

Birds: Washington Department of Fish and Wildlife's (WDFW's) Priority Habitat and Species on the Web identifies most of Parcel 3 (to the northwest of Terminal 5) and lands north of the flushing channel as part of the "Ridgefield Lowlands," which support wintering concentrations of Canada geese (*Branta canadensis*), sandhill cranes (*Grus canadensis*), tundra swans (*Cygnus columbianus*), white fronted geese (*Anser albifrons*), dabbling ducks (*Anatinae*), and nesting ducks. Parts of Parcel 3 and lands north of the flushing channel are also part of the "Vancouver Shillapoo Lake AG lands," which includes winter waterfowl habitat and is heavily used by geese populations such as Taverner's, lesser, dusky, and cackling Canada geese; mallard; wigeon; and pintail. Other bird species known to occur in the general area of the port's properties are pigeons, songbirds (robins, swallows, starlings, and sparrows), bald eagle (*Haliateetus leucocephalus*), heron, owls, hawks, egrets, and osprey. Streaked horned lark (*Eremophila alpestris strigata*) have previously been documented at the Parcel 3 dredge placement site (further detailed under Section 5.b. below).

Mammals: Mammal species known to occur in the general upland areas include those common to urban environments, such as small rodents, raccoons, coyotes, feral cats, and deer. Beavers, sea lions, and otters are known to occupy the Columbia River.

Fish: The Columbia River is known to support numerous species of fish, including salmon and trout. WDFW's Priority Habitats and Species on the Web identifies the following fish species associated with occurrence or migratory patterns within the lower Columbia River: fall chinook (*Oncorhynchus tshawytscha*), pink salmon (*Oncorhynchus gorbuscha*), coho salmon (*Oncorhynchus kisutch*), winter steelhead (*Oncorhynchus mykiss*), fall chum (*Oncorhynchus keta*), sockeye (*Oncorhynchus nerka*), white sturgeon (*Acipenser transmontanus*), summer chinook (*Oncorhynchus tshawytscha*), green sturgeon (*Acipenser medirostris*), summer steelhead (*Oncorhynchus mykiss*), resident coastal cutthroat (*Oncorhynchus clarki*), spring chinook (*Oncorhynchus tshawytscha*), and Dolly Varden/bull trout (*Salvelinus malma/S. confluentus*).

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

The following threatened and endangered species, or evolutionarily significant units (ESUs) and their distinct population segments (DPS), exist within the Columbia River near Terminal 5. Consultation occurred under Section 7 of the ESA to bring Berth 17 into the port's dredging program. Potential effects to these species from the in-water work proposed under this Project is consistent with the affected species described in the Biological Opinions issued by the National Oceanic and Atmospheric Administration National Marine Fisheries Service (WCRO-2024-10762) and U.S. Fish and Wildlife Service (USFWS; 01EWFW00-2017-F-1273-R001).

- **Chinook salmon (*Oncorhynchus tshawytscha*):** Lower Columbia River ESU, Upper Willamette River ESU, Upper Columbia River spring-run ESU, Snake River spring/summer-run ESU, Snake River fall-run ESU

- **Chum salmon (*Oncorhynchus keta*):** Columbia River ESU
- **Coho salmon (*Oncorhynchus kisutch*):** Lower Columbia River ESU
- **Sockeye salmon (*Oncorhynchus nerka*)**: Snake River ESU
- **Steelhead (*Oncorhynchus mykiss*):** Lower Columbia River ESU, Middle Columbia River ESU, Upper Columbia River ESU, Snake River Basin ESU
- **Eulachon (*Thaleichthys pacificus*):** Southern DPS of Pacific eulachon
- **Bull trout (*Salvelinus confluentus*):** Columbia River DPS

Streaked horned larks have been documented at the port's nearby Parcel 3 dredge deposit site that is located downriver approximately 1.5 miles. However, they have not been noted in surveys since 2016, and streaked horned larks have not been documented at Terminal 5. Streaked horned lark critical habitat includes several specifically identified sandy dredge deposit locations in and adjacent to the Lower Columbia River, but critical habitat is not documented within port facilities or Clark County. The nearest designated critical habitat is downstream of the port, near Kalama, Washington.

The following are other special status species that may occur within or near the port. These special status species may include species protected by other federal regulations (e.g., the Marine Mammal Protection Act, MBTA, or Bald and Golden Eagle Protection Act), state-listed endangered or threatened species, or other sensitive species:

- Steller sea lion (Eastern DPS) (*Eumetopias jubatus*)
- Sandhill crane (*Grus canadensis*): WDFW has mapped migratory occurrence locations of sandhill cranes on agricultural land west of the site at the port's Parcel 3 and areas north of the Flushing Channel known as Cranes' Landing. A berm has been constructed on Parcel 3 to provide a buffer for sandhill crane habitat north of the flushing channel.
- Bald eagle (*Haliaeetus leucocephalus*): No eagle nests were observed during the August 2021 bird surveys conducted at the project site.
- Western pond turtle (*Actinemys marmorata*): Western pond turtles (also known as Pacific pond turtles) have not been documented as occurring in the vicinity of the port but have been documented in Clark County and have the potential to occur in the port area.
- Osprey (*Pandion haliaetus*): Osprey were observed during the August 2021 bird surveys conducted at the Project site.
- Pacific lamprey (*Entosphenus tridentatus*)
- Other migratory birds

The Eastern DPS of Steller sea lion was delisted from the endangered species list on November 4, 2013. Prior to delisting, it was a federally threatened species under the ESA. Steller sea lions are still listed as threatened by the State of Washington.

Sandhill cranes are listed by the State as endangered but are not federally listed under the ESA. Sandhill cranes are known to occur in the vicinity of the port in the Vancouver Lake Lowlands (Lowlands). WDFW has mapped migratory occurrence locations of sandhill cranes on agricultural land west of the site. Fall migration of cranes in the Lowlands typically occurs in late September and early to mid-October. Spring migration through the Lowlands generally occurs from mid-March to mid-April. The Lowlands are used as stopover habitat during migration and for foraging by overwintering birds. Cranes are known to rest and feed on Parcel 3 but more commonly use the land north of the flushing channel known as Cranes' Landing, which is managed to provide wintering food for migrating and staging flocks of sandhill cranes, as well as other geese, ducks, raptors, and mammalian species, by Columbia Land Trust. A berm has been constructed on Parcel 3 to provide a buffer for sandhill crane habitat.

The bald eagle is currently a species of concern (federal) and state-listed sensitive. Bald eagles are protected under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act and are listed by the State as sensitive. The USFWS National Bald Eagle Management Guidelines recommend that potentially disturbing activities occur outside a 660-foot protective buffer around an active nest during the nesting season, which generally occurs January to August. No eagle nests were observed during the August 2021 bird surveys conducted at the project site.

Western pond turtle is a State-listed endangered species. Western pond turtles have not been documented as occurring in the vicinity of the port but have been documented in Clark County and have the potential to occur in the port area. Potentially suitable habitat would include emergent wetland habitats in the vicinity of Vancouver Lake.

Ospreys are not listed in ESA or by the State but are considered a State-monitored species.

There are numerous other species that are listed and have known occurrences or historical ranges in Washington but are not likely to occur on or near the port. Examples include the northern spotted owl (*Strix occidentalis caurina*), Oregon spotted frog (*Rana pretiosa*), yellow-billed cuckoo (*Coccyzus americanus*), marbled murrelet (*Brachyramphus marmoratus*), gray wolf (*Canis lupus*), and Columbian white-tailed deer (*Odocoileus virginianus leucurus*). USFWS listed the Taylor's checkerspot butterfly (*Euphydryas editha taylori*) as threatened and also designated critical habitat for the species. There is no critical habitat designated for this species on or near the port.

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

The general area of the site is within the Pacific Flyway, a broad migratory corridor that extends from Alaska to Central America and is used by waterfowl, eagles, hawks, falcons, songbirds, sandhill cranes, and shorebirds (Management Recommendations for Washington's Priority Species, Volume IV: Birds [WDFW 2024]). The Columbia River serves as a migration corridor for salmonids.

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

The response to Question B.3.c.4 lists BMPs that would be implemented to avoid or minimize potential impacts fish and wildlife.

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

Two animal species from Washington's comprehensive list of invasive animals, plants, microorganisms, or pathogens have been observed within the lower Columbia River, although no sightings have occurred within the project area. These include the bullfrog (*Rana catesbeiana*) and the nutria (*Myocastor coypus*).

6. Energy and Natural Resources

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.

There would be no change in energy to meet the completed Project's energy needs.

During dredging, the primary energy needs of the Project would be related to construction equipment, as well as support vessels/vehicles and other equipment (i.e., tugs, skiffs, land-based equipment).

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

The Project would not affect the potential use of solar energy by 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.

Construction equipment operating upland would be required to follow the port's anti-idling policy, limiting unnecessary idling during port-contracted program activities.

7. Environmental Health

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.

Please see the responses to questions B.7.a.1 through 5 for detail regarding potential environmental health hazards that could potentially occur as a result of the Project, as well as BMPs to minimize potential occurrences and potential related impacts.

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

The upland parcels adjacent to Berth 17 were historically operated as an aluminum smelter and series of aluminum fabrication plants. The dock was used as an unloading facility for alumina shipped to Vancouver from South America. The crane and conveyor were used to unload vessels and transport the alumina to storage silos, all of which are no longer present. A variety of materials and potential contaminants were handled at the property during historical operations that contributed to soil, groundwater, and sediment contamination. The port was not an owner of Terminal 5

when contamination occurred. In order to fulfill the requirements of a Consent Decree with Ecology to address this contamination, Alcoa performed numerous cleanups at the site in both the uplands and sediments.

Between October 2008 and April 2009, a sediment cleanup was performed by Alcoa that involved dredging of 49,990 CY of PCB-contaminated sediment along the shoreline and placement of 34,305 CY of enhanced natural recovery (ENR) sand (Anchor QEA 2009). Process residue (i.e., tar), iron slag, asbestos, and miscellaneous debris were also removed from the shoreline to the east and west of the Berth 17 dock. Upon removal of this contamination, these areas of the shoreline were covered with revetment riprap supplement.

PCBs were the driver for the sediment cleanup, which included dredging sediment with PCB concentrations greater than the remedial action level (RAL) of 320 µg/kg and ENR of sediment with PCB concentrations less than the RAL and greater than the cleanup level (CUL) of 97 µg/kg. Performance sampling of the ENR sand was conducted after placement.

In the uplands, various remedial actions occurred on the upland property between March 2008 and June 2009, including the decontamination of abandoned fuel underground storage tanks, excavation of contaminated soil, transformer remediation, and removal or capping of fluoride-enriched alumina ore and coal tar pitch.

Port-Led Sediment Sampling

In 2018, the port initiated efforts to incorporate Berth 17 into its existing maintenance dredging program to maintain operable berth depths and obtain a suitability determination from the Portland Sediment Evaluation Team (PSET) for the future maintenance dredged material. The results identified elevated PCBs (relative to SMS) within the proposed dredge prism (and 2009 cleanup action footprint) and localized PAH contamination. In July 2019, the port conducted additional sediment samples within Berth 17, as well as upriver and down river, to understand sediment conditions relative to potential future operational use. Consistent with the 2018 data, the results indicated that elevated concentrations of PCBs are present in surface sediment and shallow subsurface sediments directly waterward of the Berth 17 dock and directly up river.

In June and July 2021 (concurrent with 5-year periodic review activities described below) the port also collected samples pre- and post-fender pile replacement along the pier-face of Berth 17 to document surface and shallow subsurface conditions prior to fender pile replacement. Similar to the 2018 and 2019 data, the results indicated that elevated concentrations of PCBs are present in surface sediment and shallow subsurface sediments adjacent to the dock.

Alcoa-Led Sediment Sampling (as part of Periodic Review)

Because of the contamination identified above, Ecology requested additional data to support their upcoming 2020 periodic review. Between 2021 and 2022 Alcoa

collected sediment samples within the Terminal 5 berth area. Results were consistent with those identified by the port. A final data report was submitted in January 2024 that summarizes the contamination still present within the sediments.

Summary of Contamination

Total PCB Aroclor concentrations in surface sediment range from 2.2 to 4,600 µg/kg, with 21 collected samples exceeding the SMS benthic freshwater Sediment Cleanup Objective (SCO) of 110 µg/kg. In subsurface sediment, PCB Aroclor concentrations ranged from 11 to 18,000 µg/kg. Of the 89 samples analyzed 38 samples from 15 locations exceed the SMS benthic freshwater SCO of 110 µg/kg.

Total PAH concentrations in surface sediment range from 2.3 to 63,000 µg/kg, with four samples exceeding the SMS benthic freshwater SCO of 17,000 µg/kg. Total PAH concentrations in subsurface sediment samples collected range from 5.8 to 110,000 µg/kg. Of the 49 samples analyzed, 5 samples exceed the SMS benthic freshwater SCO of 17,000 µg/kg.

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.

The known potential hazardous chemicals that might affect the Project are sediment concentrations of PCBs and PAHs located Terminal 5 sediment area, as described in the response to Question B.7.a.1.

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

Gas, oil, and grease required for standard construction equipment would be used. The Contractor would be required to prepare an SPCC Plan to identify procedures to avoid, minimize, and, if necessary, respond to any such releases. Toxic or hazardous chemicals are not expected to be stored or used on site after project construction.

4) Describe special emergency services that might be required.

Safety protocols would be developed by the Contractor prior to dredging to reduce the need for emergency medical services at the site.

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

To prevent impacts resulting from an unintentional release of fuel, lubricants, or other hazardous materials, the Contractor will prepare an SPCC Plan to be used for the duration of the project activities.

- 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 will identify notification and reporting

procedures. The SPCC Plan will also outline Contractor management elements such as personnel responsibilities, project site security, site inspections, and training.

- The SPCC Plan will outline the measures 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 uses on the construction site during construction activities. These items include, but are not limited to, gasoline, oils, and grease.
- The Contractor will maintain, at the job site, the applicable equipment and material designated in the SPCC Plan, as well as personnel trained in its use.

b. Noise

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

The port is a working waterfront and an active industrial area, with zoning that allows for noise-generating activities. The noise associated with standard operations at the port would not affect the Project.

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.

Noise from the dredging and material placement would be short term. Long-term noise would not be generated by the Project. The dredge equipment and other construction equipment would operate at a similar volume to other industrial activities that occur on port-owned property, and the work is most likely to occur during standard working hours but could occur at night if required. Regardless, the noise generated would remain below the maximum permissible noise levels provided in WAC 173-60-040 and would remain in full compliance with the noise levels outlined in these regulations.

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

No additional measures are proposed to reduce or control noise impacts, as noise effects are not anticipated.

8. Land and Shoreline Use

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.

Terminal 5 is currently used as a cargo laydown area and rail corridor. NGL Supply Terminal Company leases a portion of Terminal 5 for propane truck loading and unloading off railcar. CalPortland leases a portion of Terminal 5 for sand and gravel laydown. The Berth 17 dock, which supports a nested vessel configuration, is currently being

temporarily leased by a Maritime Administration (MARAD) naval vessel. The tidelands associated with the Project are owned by DNR and are managed under a PMA.

The properties directly adjacent to Terminal 5 consist of industrial and commercial businesses. Directly to the east is Clark County Jail Work Center, an 18.3-acre minimum security facility for low-risk inmates. To the west of Terminal 5 is Tidewater Barge Lines. Tidewater Barge Lines handles and transports freight such as grain, wood products, fertilizers, and garbage. Numerous barges are moored at the facility for transport of goods. Directly adjacent to the north of Terminal 5 is CPU River Road Generation Plant (and their associated outfall and DNR lease).

These properties would not be affected by the Project.

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?

There is no known history of agricultural use at Terminal 5; the Project area is an aquatic environment.

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?

The Project would not affect nor be affected by surrounding working farm or forest land normal business operations.

c. Describe any structures on the site.

Within Terminal 5, is the Berth 17 dock, an approximately 425-foot dock constructed in 1967 with a concrete superstructure supported on prestressed concrete piling. The dock is in good condition. A new fender system and mooring dolphins, pedestrian access catwalks, and vehicular access causeway support the dock and provide access.

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

No structures would be demolished as part of the Project.

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

The current zoning classification for the Terminal 5 in-water area is water.

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

The current comprehensive plan designation for the Terminal 5 in-water area is water.

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

The areas above the ordinary high-water mark on the site are designated as Urban: High Intensity in the City of Vancouver Shoreline Master Program, effective September 24, 2012. Additionally, the Shoreline Master Program designates the Columbia River and Vancouver Lake as shorelines of statewide significance and are designated Aquatic.

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

The entire City of Vancouver, because of its location above the Troutdale Aquifer, is within a critical aquifer recharge area as defined in VMC 14.26.115, and has been designated as a sole source aquifer by the U.S. Environmental Protection Agency. However, the project site and the new project components are not within 1,900 feet of a municipal water well supply and are therefore not subject to the special protection area provisions of VMC 14.26, Water Resources Protection. Additionally, the Project would not disturb existing critical habitat or riparian buffers located adjacent to the area being dredged.

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

The Project does not support housing or employment.

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

The Project would not result in the displacement of people.

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

Measures to avoid or reduce displacement impacts are not proposed.

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

The Project would not change the existing and projected land use at the site or at the port; rather, it would remediate known sediment contamination at Terminal 5 that could restrict potential future uses if not addressed.

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

The Project would not result in direct or indirect impacts to nearby agricultural and forest lands. Further, there are no agricultural or forest lands of long-term commercial significance in the City of Vancouver.

9. Housing

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

No housing units would be provided as part of the Project.

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

No housing units would be eliminated as part of the Project.

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

No measures are proposed as the Project would not provide or eliminate housing.

10. Aesthetics

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

No new structures are proposed as part of the Project.

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

The Project would not alter or obstruct views in the immediate vicinity. The equipment associated with dredging is consistent with a working port facility and the industrial and commercial use of the Columbia River.

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

The Project would not result in short-term or permanent aesthetic impacts; therefore, no measures to reduce or control aesthetic impacts are proposed.

11. Light and Glare

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

Light and glare associated with the Project would be limited to temporary and short-term impacts and would be generated by dredging equipment, support vessels, and trucks during construction. It is anticipated that most work would occur during a 10-hour workday, from 7:00 a.m. to 5:00 p.m.; thus, lighting requirements should be minimal and typically used during the beginning and ending of the standard daily shifts when natural light levels are lower. However, if work extends into nighttime hours, the light or glare associated with project construction is expected to be within the ambient light levels of an operational industrial facility and would be directed toward work areas to minimize glare.

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

No, the Project would not produce light or glare.

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

Off-site sources of light or glare would not affect the Project.

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

The Project would not result in impacts from light or glare; therefore, no measures to reduce or control light and glare are proposed.

12. Recreation

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

The lower Columbia River is used for waterborne recreation such as boating, kayaking, wind surfing, and fishing. Shoreline access is available at several informal and established scenic viewpoints and parks, such as Blurock Landing, located approximately 1.7 miles downriver of the Project site.

Vancouver Lake and the neighboring Vancouver Lake Regional Park are used for a variety of passive and active recreational opportunities, including picnicking, birdwatching, fishing, swimming, windsurfing, and kayaking.

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

The Project would not displace any existing recreational uses. Dredging would occur by barge, but this vessel traffic is consistent with other commercial vessel traffic that exists along the lower Columbia River.

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

The Project would not result in recreational impacts; therefore, no measures to reduce or control recreational impacts are proposed.

13. Historic and Cultural Preservation

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.

The Project would not have any direct impact to structures.

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 banks of the Lower Columbia River are known to have been used by Native Americans for temporary fishing camps prior to European settlement. The Project area has been classified by the City of Vancouver as Level A High Probability for archaeological resources. Since the early 1970s, numerous archaeological investigations have been conducted in the project vicinity, with involvement of the Confederated Tribes of the

Grand Ronde, Chinook Tribe, Cowlitz Tribe, Confederated Tribes of Siletz, Shalwater Bay Tribe, and the Yakama Nation.

The Project is located within areas that have been previously dredged and sampled without encountering cultural resources. The Project would focus on accumulated deposits of river sediment. Therefore, the risk of disturbing cultural resources is low.

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

As part of the evaluation of potential cultural resources in the area, the following databases were queried: the National Register of Historic Places, the Washington State Department of Archaeology and Historic Preservation's Washington Information System for Architectural and Archaeological Records Data, and the Clark County database of historic sites.

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.

As part of the process to secure federal permits for the Project, consultation would be initiated with potentially affected Tribes and with the Department of Archaeology and Historic Preservation (DAHP). This opportunity for consultation would allow the Tribes and DAHP to propose measures to avoid, minimize, or compensate for loss of, changes to, and disturbance to resources.

As required by WAC-173-340-515, an Inadvertent Discovery Plan (IDP) is being prepared as part of the Interim Action Work Plan. The Project would be conducted in accordance with the RCW 27.53.060 (Archaeological Sites and Resources) and RCW 27.44.020 (Indian Graves and Records) and all applicable DAHP regulations. If any unknown archaeological or historical materials are encountered during project activities, work in the immediate area of the discovery would be halted and the following actions taken per the IDP: 1) implement reasonable measures to protect the discovery site, including any appropriate stabilization or covering, 2) notify all appropriate parties, 3) take reasonable steps to ensure the confidentiality of the discovery site, and 4) take reasonable steps to restrict access to the site of discovery.

Should a discovery occur, a professional archaeologist would be called in to assess the significance of the find, and DAHP and concerned tribes would be notified so that a course of action could be implemented.

14. Transportation

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.

The Project would not result in changes to access and use of the existing street system. The primary roadway serving the port is State Route 501. Several roads stem from

State Route 501 and run internal to the port property, including NW Old Lower River Road, NW Gateway Avenue, W 26th Avenue, St. Francis Lane, and Thompson Avenue. Access to and egress from the port has not changed since the previous environmental reviews.

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?

C-TRAN's "The Current" is an on-demand rideshare service that provides point-to-point bookable rides throughout the Vancouver area. One of the service zones includes service to the Port of Vancouver and surrounding industrial area, west of the Vancouver rail yard and train station. The nearest C-TRAN bus stop for fixed route service is as follows:

- The nearest transit stop is approximately 0.5 to 1 mile from the port, on Fruit Valley Road. The stop is served by C-TRAN Bus Route 6: Fruit Valley/Grand.

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).

The Project does not require any new or improved roadways or other transportation improvements.

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

The Project area is in the immediate vicinity of water and rail transportation, as the port is located on the lower Columbia River and is served by BNSF Railway and Union Pacific Railroad.

Dredging and associated construction equipment would be transported to the site via the Columbia River. Equipment would operate at the designated dredging locations within Terminal 5. Dredged material would be placed on a watertight barge or scow and transported downstream for offloading at Berth 4, Berth 9, Berth 10, Berths 13/14, or Berth 17. All dredged material would then be transported by truck for disposal at a permitted landfill facility.

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

No additional vehicular trips are expected to be generated by the completed project.

Vehicle trips associated with the Project would be temporary and primarily related to dredging activities. After dredged material is offloaded at the relevant berth location, it would be loaded into trucks for transport to a permitted landfill facility. Although it is anticipated that transport to the landfill would occur via truck, material could be loaded onto a barge and transloaded to a landfill. Based on the upper dredging estimate of

40,000 CY and a standard dump truck capacity of 10 CY, an estimated 4,000 truck trips would be required to transport contaminated sediment. This would occur over two different in-water work windows, with approximately 2,000 truck trips occurring during each phase. Peak truck traffic would be expected to occur during active dredging and material transport operations, which is often during the standard working day. The majority of trips would be made by commercial trucks transporting dredged material from an industrial facility to the final disposal site.

No specific transportation models were used to estimate traffic impacts, as vehicle trips would be limited to the duration of dredging and material transport activities.

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.

The Project is not expected to affect the movement of agricultural and forest products on roads and streets in the area because the truck traffic generated by project activities would use roads internal to the port and State Route 501, consistent with the truck trips generated by current maintenance dredging activities or other industrial activities that occur within port facilities.

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

Transportation impacts are not anticipated; therefore, measures to reduce or control transportation impacts are not proposed.

15. Public Services

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.

The Project would not result in an increased need for public services.

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

The Project would not affect public services; therefore, no measures to reduce or control impacts are proposed.

16. Utilities

Circle utilities currently available at the site:

a. 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 or modified utilities are proposed as part of the Project.

C. Signature

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

SEPA Responsible Offical

Type name of signee: Click or tap here to enter text.

Position and agency/organization: Click or tap here to enter text.

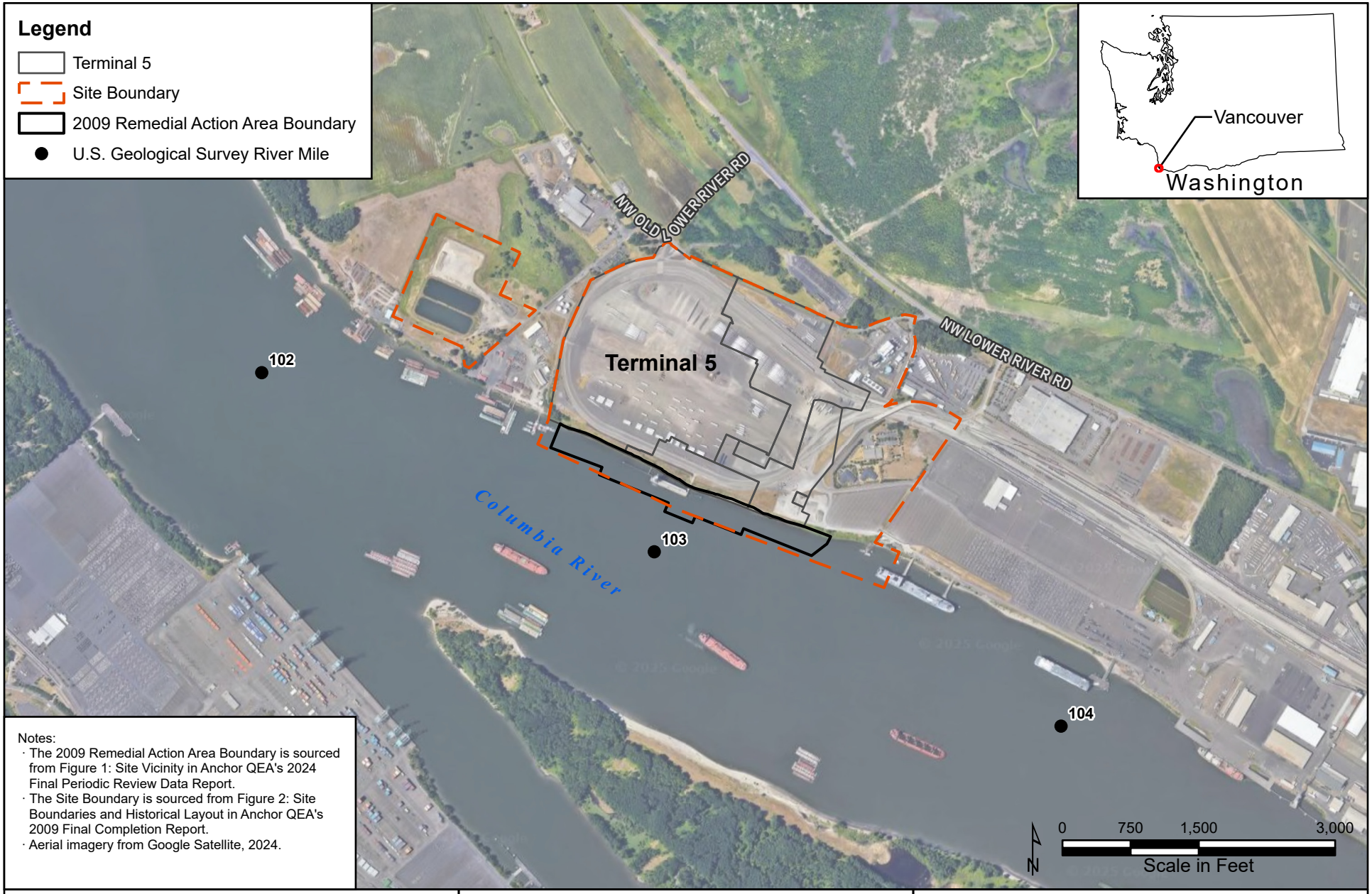
Date submitted: Click or tap to enter a date.

Interim Action Work Plan

Port of Vancouver Terminal 5 Alcoa Vancouver Site

Appendix D

Figures



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Interim Action SEPA Checklist
Port of Vancouver
Terminal 5 Alcoa Vancouver Site
Vancouver, Washington

Figure 1
Vicinity Map

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3/4/2025

Legend

- Approximate Area Interim Action Dredging (2)
- 2009 Remedial Action Area Boundary
- 2009 Shoreline Armored Cap Area
- Existing Structures
- 5-foot Bathymetry Contour (CRD)

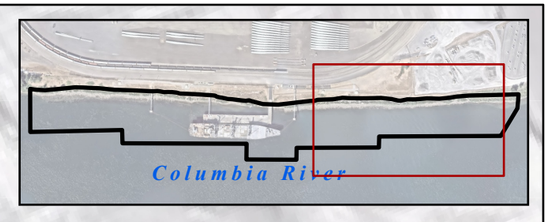
Interpolated Surface Sediment Total PCBs Concentration (µg/kg) (1)

- >700
- >110-700
- >97-110
- ≤ 97

Notes:
1. Interpolated surface sediment total PCBs concentration was generated via inverse distance weighted interpolation of total PCBs results from sediment grab samples (0–10 centimeters below mudline) and core sample results from the 0–0.5 feet below mudline interval. Interpolation results are shown for the in-water portion of the 2009 Remedial Action Area.
2. Extent of dredging (and individual dredge units) will be defined after the pre-design investigation and final design.
   · Bathymetry contours created from 2022 Conditions Survey.
   · Orthoimagery obtained from Nearmap, 2024.

Abbreviations:
CRD = Columbia River Datum
µg/kg = Micrograms per kilogram
PCB = Polychlorinated biphenyl

0 40 80 160
Scale in Feet



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Interim Action SEPA Checklist
Port of Vancouver
Terminal 5 Alcoa Vancouver Site
Vancouver, Washington

Figure 2a
Approximate Area of Interim Action Dredging

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3/24/2025

Legend

- Approximate Area Interim Action Dredging (2)
- 2009 Remedial Action Area Boundary
- 2009 Shoreline Armored Cap Area
- Existing Structures
- 5-foot Bathymetry Contour (CRD)

Interpolated Surface Sediment Total PCBs Concentration (µg/kg) (1)

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Notes:
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   · Bathymetry contours created from 2022 Conditions Survey.
   · Orthoimagery obtained from Nearmap, 2024.

Abbreviations:
CRD = Columbia River Datum
µg/kg = Micrograms per kilogram
PCB = Polychlorinated biphenyl

0 40 80 160
Scale in Feet

Columbia River

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Interim Action SEPA Checklist
Port of Vancouver
Terminal 5 Alcoa Vancouver Site
Vancouver, Washington

Figure 2b
Approximate Area of Interim Action Dredging

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3/24/2025