

Terminal 91 Interim Action Work Plan

Response to Comments

Comment period: June 15 – July 17, 2026

Cleanup Site ID: 2674

Address: 2001 W. Garfield St., Seattle WA

Facility ID: 24768

County: King

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Comments received during the comment period

The Department of Ecology (Ecology) received eight comments during the comment period.

Comment 1: From Catie—Seattle

I support this action plan wholeheartedly. Shore cleanup will benefit our city and enabling cruise ships to use shore power will allow for cleaner air in the Interbay, Magnolia, and Queen Anne neighborhoods!

Ecology's Response

Thank you for your support!

Comment 2: From Lili—Seattle

Love this! Thanks for all your hard work. Hope everything is smooth and efficient.

Ecology's Response

Thank you.

Comment 3: From Sean—Seattle

Thank you for allowing public comment. I am pleased to hear that the submerged lands will be cleaned-up. Thank you. I'm also excited for the new playfield going in nearby.

I would like to voice concern about committing our city to cruise ships. While I understand they contribute to the local economy, they are terrible for the environment. This feels like a compromise, especially given the climate crisis. I appreciate that now the ships will be able to power up more effectively. That is a win. If nothing else, I urge you to negotiate for quieter

ships. Even up here on Queen Anne, we can hear their music and their frequent, bothersome horns. Honestly, that is a petty complaint.

As someone who cares deeply about the environment and the glaciers (that last-chance tourism via these ship contributing to their decline), and as someone who loves Seattle and its ethos, I am disheartened that we are deepening our connection to these spewing ships.

Ecology's Response

Thank you for sharing your concerns.

The Port (of Seattle) shared that they continue to work with the cruise lines to refrain from playing music until they are underway and well out into Elliott Bay. However, the horns are required for maritime navigation. The sound alerts nearby vessels that the ship is leaving the dock and is underway.

Comment 4: From Denise—Seattle

I have seen the Terminal 91 contamination for years with displeasure and concern and can't thank the Port of Seattle, Dept of Ecology for the State of WA enough for addressing this critical issue and making both active decisions to address the matter by short- and long-term plans, as well as making public comments available to the public.

Ecology's Response

Thank you.

Comment 5: From Ping—Magnolia

I am writing regarding the Terminal 91 cleanup pamphlet that was mailed to us in Magnolia earlier this week.

There is an active Osprey nest on the grounds of the Magnolia Wet Weather Storage Facility just west of the western berth of Terminal 91. This nest is in use by a mated Osprey pair between April and October (they fledged young in 2025, have active chicks right now in 2026, and presumably will return in April of 2027, etc.). I imagine and hope that there are no plans to actively disrupt this nest while they are present and assume you are also aware of the Migratory Bird Treaty Act that would make this illegal.

I also assume the planning team is aware of Washington's (WSDOT) interpretation of the law and resulting stance on protecting nests that means not only avoiding direct contact but also preventing the abandonment of nearby nests due to "activities that may keep adults off a nest, thereby affecting egg and nestling survival".

My guess is that the cleanup is scheduled during the winter so as to not interfere with cruise season, which should also prevent interference with Osprey season and this particular nest. Hopefully, that is the case, but if not, and if the project should run long, please know that this nest will be active between April (the mother showed up on April 2 of this year) and October.

Thanks for your attention - overall I am supportive of this cleanup effort and grateful for the work of our state ecology department. But I do want to ensure folks are aware of the Magnolia Osprey pair.

Ecology's Response

Thank you for your concern and the information on when Osprey nesting started this year. This dredging is scheduled for December 2026 or January 2027 and will be completed by February 15, 2027 (the end of the allowable dredge window). The work will not be done during Osprey season.

Comment 6: From Mark—Seattle

I was pleased to receive your update about the cleanup.

It's been overdue for a long time.

What's being proposed seems sensible.

My question has to do with coordination with Port and Cruise Ship coordination.

Are there any parallel plans to clean up and activate the piers in Terminal 91 as well?

Some years ago, prior to my retirement, I worked on studies for the Port's piers and upland areas. It was obvious at that time that the coordination between the cruise ship areas, the parking for cruise travelers, and the uses of the areas north of the bridge was sketchy at best.

At that time, however, the Port felt that development was not yet feasible.

Given the recent development of Myrtle Edwards Park, it would seem that more productive use of the Port's land would be timely.

Any thoughts?

Ecology's Response

The redevelopment of berths six and eight on Pier 90 earlier this year provides 750' of new moorage mostly for fishing vessels. In addition, several projects are currently underway at Terminal 91, including a shore power extension on Pier 91 so all homeport cruise ships can use shore power.

There is also an uplands redevelopment project involving building multiple industrial warehouses, installing new utilities, and upgrading the stormwater treatment system. More details available on the Port's website <https://www.portseattle.org/projects/terminal-91-uplands-development-project>.

The cleanup of sediments around both piers is in the feasibility planning stage. We expect the feasibility study to go out for public comment in 2027. That study will present and compare ways to clean up the sediments.

The public comments will be reviewed and considered before a cleanup action plan is written based on the recommendations in the feasibility study and public input.

Comment 7: From Sean—Puget Soundkeeper

We're taking a look at the Terminal 91 proposed action and have a few quick questions we hope you can help us with before we write up our main substantive project comments!

1. The website (above) and the proposed action varyingly list the dredge site as being east (online) and west (in the official PDF) of Pier 91. Can you confirm where the dredging will be?
2. Looks like this facility only had a SEPA analysis back in the early 2000s and it looks to explicitly be based on the idea that no in- or over-water work will be done as part of this effort. Is there a more recent SEPA review?
3. It looks like clean sand is being planned for the site – but with cruise ships and other vessels coming in and out there's bound to be lots of eddies and sediment transport. Was there ever a discussion to place a harder cap on the area being excavated?
4. Why is this maintenance dredging being treated by Ecology as a remediation? Shouldn't it be a port dredging proposal for a dredging permit as opposed to a contamination site project? ("This Interim Action is being conducted to restore the required berthing depths at Terminal 91 to -35 feet MLLW and thus is being driven by maintenance dredging requirements rather than numerical cleanup standards"). For one, if this is a remediation project apparently no Water Quality Certification is required...but if this was just a dredging permit (like all ports apply for when asking to do maintenance dredging), a Certification would be required. For another example,... "Because the work will be conducted under a MTCA Interim Action, the project activities are exempt from the procedural requirements of most state and local permits (RCW 70A.305.090)" – and if it was just a maintenance dredging issue those other state and local permits would be required? There's a huge difference between "considering" the substantive requirements of Seattle's Shoreline Master Program and actually meeting those requirements.
5. Looks like ESA and NMFS consultation will happen before the action can be approved...has that been done? Can you share those reports with me?
6. Under Dredging and Water Quality Monitoring, there are no specifics given as to what BMPs will actually be used to minimize impacts to surrounding water. Do you know what those will be?
7. Under Water Quality Monitoring – where's the requirement that no water quality violations occur? Has ECY looked into this (given that a WQ Certification is not required)?

8. For the clean sand placement (which, see above, we initially think non-sand would be called for here?), are there any BMPs for ensuring sand doesn't just drift over non-work-area habitat? What's the grain size?
- a. Also, in the BMP section, the Port notes: "Cover sand will be placed by lowering the bucket through the water column to slowly release as close to the bottom as possible. The Port will specify a maximum percentage of fines acceptable in the material to be placed to minimize turbidity. Visual monitoring will occur during this activity."
 - i. First, I wonder how visual monitoring can be done on a bucket fully submerged and opening near the bottom? Having spent time as an at-sea monitor/observer, I can tell you first hand that it's hard enough to see what's on the surface, seeing below it is nearly impossible.
 - ii. Second, is the permittee usually allowed to set maximum fine sediment spillage levels for their own work? Would a water quality certification by Ecology otherwise look at (or even regulate) what levels are or aren't safe here?
9. For Compliance monitoring, as this isn't a remediation cleanup (but is instead a maintenance dredging project for Port purposes), the Performance and Confirmation monitoring steps of MTCA aren't being really utilized beyond seeing if things like target bathymetry have been met... can you detail what some other types of performance and confirmation monitoring steps might be were this an actual remediation project?
10. This is really important salmon habitat – for out-migrating and in-migrating salmon. The BMP list on the Port's Water Quality Monitoring plan doesn't actually say when the work window will be – can you tell us? Also, protecting salmon isn't just about when work is going on, but also about TSS and contamination affecting their habitat year-round – will there be any monitoring of sediment affecting this area and adjacent areas which are salmon habitat?
11. Lastly, this area is a hugely popular area for seals and sea lions, as well as shorebirds, especially along the west edge of this berth area – right where dredging will occur. There's no assessment of noise, sediment, or harassment impacts on these marine mammals and birds; we anticipate this work will be highly disruptive, for example to pupping seals or pups themselves using Elliott Bay Marina break walls and sheltered areas immediately adjacent to this project area. There's no discussion of underwater noise, above-water noise, or time of year restrictions (or tide restrictions) for work that may be protective of these species?

Again, thanks for any help you might have on any of these, as soon as possible so as to inform further comments! Happy to chat by phone or teams if that'd help.

Ecology's Response

Note: Response to this comment was sent early to give them information they needed to submit additional comments if desired.

Hi Sean,

Thank you for your comments.

It sounded like you wanted 'quick' answers so that you have time to submit a more substantive comment(s). I'll do my best to answer quickly, and I will continue to research your comments.

1. The website (above) and the proposed action varyingly list the dredge site as being east (online) and west (in the official PDF) of Pier 91. Can you confirm where the dredging will be?

It's challenging to describe the areas; the figure below shows the dredge areas outlined in black. Both the larger and smaller dredge areas are in the Western berth. The small dredge is immediately adjacent to the pier, an area of known contamination. The larger dredge is further out but still in a deep, navigational part of the berth that has been maintenance dredged previously.

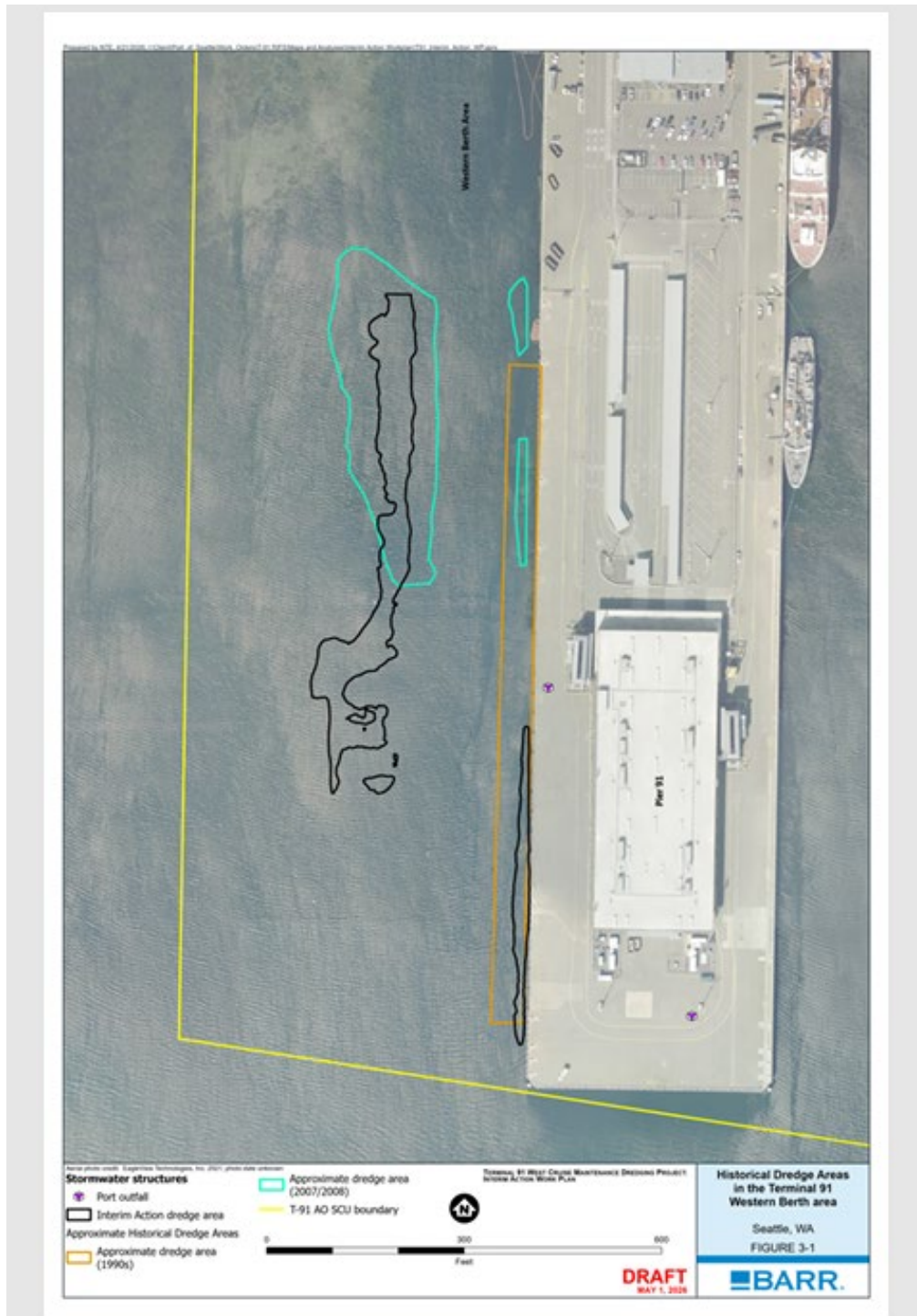


Figure 1: Terminal 91 dredge areas are outlined in black.

2. Looks like this facility only had a SEPA analysis back in the early 2000s and it looks to explicitly be based on the idea that no in- or over-water work will be done as part of this effort. Is there a more recent SEPA review?

Ecology's Response

Yes, there is a State Environmental Policy Act (SEPA) review for this project that the Port is putting out to comment separately, here are the details: SEPA published on July 28, 2026, and available on the Port of Seattle's website:

<https://www.portseattle.org/environment/sepa-nepa>.

Port of Seattle Response:

The Port of Seattle will serve as lead agency for SEPA and plans to issue a SEPA Checklist and threshold determination for the proposed activities.

3. It looks like clean sand is being planned for the site – but with cruise ships and other vessels coming in and out there's bound to be lots of eddies and sediment transport. Was there ever a discussion to place a harder cap on the area being excavated?

Ecology's Response

The sand placement is a temporary measure and is expected to bioturbate. A more permanent cap has not been planned because this is not the final cleanup action and we anticipate more dredging in this area.

Port of Seattle Response:

Note that the current work is not intended to be a final cleanup action.

The Port is in the process of completing a feasibility study for the broader site. Since further removal may be needed for the future cleanup action Ecology has determined that a sand cover is sufficiently protective at this time. There was no discussion about placing a cap at the high spot near the pier face because it may have contamination deeper than the removal elevation needed for the upcoming interim action and there is insufficient data to conduct the modeling required to determine cap specifications. A cap may be considered in final cleanup action.

4. Why is this maintenance dredging being treated by Ecology as a remediation? Shouldn't it be a port dredging proposal for a dredging permit as opposed to a contamination site project? ("This Interim Action is being conducted to restore the required berthing depths at Terminal 91 to -35 feet mean lower low water (MLLW) and thus is being driven by maintenance dredging requirements rather than numerical cleanup standards"). For one, if this is a remediation project apparently no Water Quality Certification is required...but if this was just a dredging permit (like all ports apply for when asking to do maintenance dredging), a Certification would be required. For another example,... "Because the work will

be conducted under a MTCA Interim Action, the project activities are exempt from the procedural requirements of most state and local permits (RCW 70A.305.090)” – and if it was just a maintenance dredging issue those other state and local permits would be required? There’s a huge difference between “considering” the substantive requirements of Seattle’s Shoreline Master Program and actually meeting those requirements.

Ecology’s Response

Since the proposed work disturbs contaminated sediment in a Resource Conservation and Recovery Act (RCRA) cleanup site, Ecology considers this an interim action. This has been the agency’s standard position for at least the past four years; I can’t speak to whether that was always the case. Let me know if you want me to research that further?

Port of Seattle Response:

The Port is pursuing the proposed action on an expedited basis (i.e., as an interim action rather than waiting to pursue this work as part of the final cleanup action) in order to facilitate infrastructure that will allow additional cruise vessels to connect to “shore power” at Pier 91, which is a necessary step for meeting ambitious greenhouse gas reduction and carbon neutrality goals. This work must be implemented as a Model Toxics Control Act (MCTA) Interim Action because it occurs within an active sediment cleanup site that is subject to [Ecology Agreed Order No. DE24768](#).¹

In September 2025, Ecology directed the Port to pursue the work as an Interim Action under the Agreed Order rather than as a standalone maintenance dredging project. Accordingly, the Port is implementing the project under the regulatory framework identified by Ecology for activities occurring within the cleanup site.

As described in Section 4.2 of the [Draft Interim Action Work Plan](#) ² (see pages 9-10), while the project is being implemented as a Model Toxic Control Act Interim Action, it remains subject to applicable federal environmental requirements. The proposed dredging is being authorized by the United States Army Corps of Engineers (USACE) under Nationwide Permit 38 (Cleanup of Hazardous and Toxic Waste), which authorizes activities conducted in conjunction with approved remediation and cleanup actions.

As part of the Corps' authorization process, the project remains subject to the requirements of 404 of the Clean Water Act and Section 10 of Rivers and Harbors Act, as well as federal environmental requirements applicable to a Nationwide Permit 38. These include compliance with the Endangered Species Act, National Historic Preservation Act, and other applicable federal laws and regulations.

¹ <https://apps.ecology.wa.gov/cleanupsearch/site/2674#site-documents>

² <https://apps.ecology.wa.gov/cleanupsearch/site/2674#site-documents>

Also, the Nationwide Permit 38 has previously been certified by the Washington State Department of Ecology under Section 401 of the Clean Water Act, subject to applicable state water quality conditions and requirements which will be incorporated into this work. Consistent with this approach, the Port in coordination with Ecology is preparing substantive compliance evaluations addressing applicable provisions of the City of Seattle Shoreline Master Program and the State's Hydraulic Code for Ecology's review. Ecology retains responsibility for determining whether the proposed Interim Action satisfies the applicable substantive environmental requirements and whether the action is appropriate under the Agreed Order and Model Toxics Control Act.

5. Looks like Endangered Species Act (ESA) and National Marine Fisheries Service (NMFS) consultation will happen before the action can be approved...has that been done? Can you share those reports with me?

Ecology's Response

I have reached out to the Port to get you copies of these and the State Environmental Policy Act.

Port of Seattle Response:

See previous Port response and also Section 4.2 (p. 9-10) of the [Interim Action Work Plan](#).

For this project, Endangered Species Act compliance is anticipated to be addressed through the Corps' review under the Salish Sea Nearshore Programmatic (SSNP) Biological Opinion. The proposed dredging qualifies under Project Design Criteria (PDC) 14, which addresses sediment and soil remediation activities. As a condition of Corps authorization, the project must comply with all applicable PDC 14 requirements and General Construction Measures intended to avoid and minimize impacts to ESA-listed species and designated critical habitat.

6. Under Dredging and Water Quality Monitoring, there are no specifics given as to what BMPs will actually be used to minimize impacts to surrounding water. Do you know what those will be?

Ecology's Response

Yes, you can find them in Appendix B. (it is referred to in Section 5.2 of the [Interim Action Work Plan](#) (IAWP)).³ The Port will use their standard Water Quality Monitoring Plan, published October 2025, following the disposal protocol for sediment that is not suitable for open water disposal. The BMPs are in part 6. There are also some written modifications to their standard plan in Appendix H. I will attempt to link to the interim

³ <https://apps.ecology.wa.gov/cleanupsearch/site/2674#site-documents>

action work plan so you can review the base plan and the supporting documents and forms (Appendix C-F).

[Port of Seattle Terminal 91 - \(2674\)](#)

Port of Seattle Response

Project-specific best management practice (BMPs) are described in the [Interim Action Work Plan](#), and monitoring requirements are identified in the Water Quality Monitoring Plan attached to the IAWP.

The IAWP and Water Quality (WQ) Monitoring Plan describe the measures that will be implemented to minimize sediment disturbance and turbidity and ensure compliance with applicable water quality standards during dredging operations. The BMPs, environmental protection measures, and water quality monitoring requirements are also articulated in the Joint Aquatic Resource Permit Application (JARPA), design drawings, and contract specifications.

7. Under Water Quality Monitoring – where’s the requirement that no water quality violations occur? Has Ecology looked into this (given that a WQ Certification is not required)?

Ecology’s Response

A water quality monitoring protection plan will be required to be submitted for review and approval, consistent with other contaminated sediment dredging projects. I have coordinated with the ecology employee in our Shorelands and Environmental Assistance aquatic permitting and protection unit that will be doing the review.

Port of Seattle Response

See above regarding Water Quality certification.

8. For the clean sand placement (which, see above, we initially think non-sand would be called for here?), are there any BMPs for ensuring sand doesn’t just drift over non-work-area habitat? What’s the grain size?
 - a. Also, in the BMP section, the Port notes: “Cover sand will be placed by lowering the bucket through the water column to slowly release as close to the bottom as possible. The Port will specify a maximum percentage of fines acceptable in the material to be placed to minimize turbidity. Visual monitoring will occur during this activity.”
 - i. First, I wonder how visual monitoring can be done on a bucket fully submerged and opening near the bottom? Having spent time as an at-sea monitor/observer, I can tell you first hand that it’s hard enough to see what’s on the surface, seeing below it is near impossible.

- ii. Second, is the permittee usually allowed to set maximum fine sediment spillage levels for their own work? Would a water quality certification by Ecology otherwise look at (or even regulate) what levels are or aren't safe here?

Ecology's Response

In addition to the best management practice in the interim action work plan, the agency requires that the Port use metered monitoring for sand placement.

A water quality certification wouldn't specify grain size or fines percentage, it relies on the metered turbidity to control movement of sediment and sand, according to our Shorelands and Environmental Assistance aquatic permitting and protection unit.

Note, if you are also requesting that a more armored surface be put down first to minimize erosion, then perhaps suggest fish mix (gravel and cobble) however, we do expect to do extensive dredging in this area as part of the final cleanup action, and we expect to be doing that action in the next couple years.

Port of Seattle Response

The sand cover is not intended to be a cap. Mixing of the sand and underlying sediment is expected. Placement of a sand cover is a common approach for addressing anti-degradation concerns in active berth and navigation areas.

Specifications for the sand will be determined in the dredging work plans as part of the 90% design. Imported sand will undergo chemical and physical (grain size) testing to verify it meets specifications in the plans which will be reviewed by Ecology. This is standard practice for cleanup projects.

Dredging and sand placement will follow an Ecology-approved water quality monitoring plan, consistent with other dredging and cleanup projects in Puget Sound.

9. For Compliance monitoring, as this isn't a remediation cleanup (but is instead a maintenance dredging project for Port purposes), the Performance and Confirmation monitoring steps of MTCA aren't being really utilized beyond seeing if things like target bathymetry have been met... can you detail what some other types of performance and confirmation monitoring steps might be were this an actual remediation project? We are requiring the Port to sample before and after the action to ensure that conditions are not degraded by the action.

Ecology's Response

There is a RCRA sediment cleanup occurring at this site. This interim action is being done under the associated [Agreed Order](#).⁴ The Port has sampled the area before the action and must sample after the action in those same locations.

Port of Seattle Response

Compliance monitoring after a “final cleanup action” is determined by the type of remediation conducted (e.g., permanent caps may require five-year monitoring to assure contaminants aren't migrating through the cap).

The T91 submerged lands cleanup project is currently in the Feasibility Study stage. As discussed above, Ecology requires the current project to be an interim action under the Port's existing order. Data collected from the post-dredge confirmation samples (as part of this interim action) will be incorporated into the Feasibility Study and will help inform future sampling and/or cleanup actions required for the larger project.

10. This is really important salmon habitat – for out-migrating and in-migrating salmon. The BMP list on the Port's Water Quality Monitoring plan doesn't actually say when the work window will be – can you tell us? Also, protecting salmon isn't just about when work is going on, but also about TSS and contamination affecting their habitat year-round – will there be any monitoring of sediment affecting this area and adjacent areas which are salmon habitat?

Ecology's Response

This work will be conducted within established in-water work windows. Initial plans are for December 2026 or January 2027.

Port of Seattle Response

Maintenance dredging is considered in-water work and will be conducted during the approved in-water work window established by state and federal resource agencies to minimize potential impacts to juvenile salmon. Compliance with the approved in-water work window will be a required condition of all regulatory approvals for this work. Further, the work will be scheduled to avoid impacts to the tribal salmon fishery which occurs between August-November. The project requires approvals from both the Muckleshoot Indian Tribe and Suquamish Indian Tribe and Ecology consults with tribes throughout the MTCA process.

The Project also includes a Water Quality Monitoring Plan and Best Management Practices (BMPs) designed to minimize sediment disturbance and turbidity during dredging operations. Water quality monitoring will be conducted during active dredging

⁴ <https://apps.ecology.wa.gov/cleanupsearch/document/122745>

to verify compliance with applicable water quality standards and permit conditions. See responses above.

11. Lastly, this area is a hugely popular area for seals and sea lions, as well as shorebirds, especially along the west edge of this berth area – right where dredging will occur. There's no assessment of noise, sediment, or harassment impacts on these marine mammals and birds; we anticipate this work will be highly disruptive, for example to pupping seals or pups themselves using Elliott Bay Marina break walls and sheltered areas immediately adjacent to this project area. There's no discussion of underwater noise, above-water noise, or time of year restrictions (or tide restrictions) for work that may be protective of these species?

Ecology's Response

It is expected that doing this work in December and January will minimize impacts to seals and sea lions and shorebirds. I will also stress that noise (above and under water) should be minimized during the work. The long-term effect of this project will reduce noise because cruise ships will be able to connect to shore power instead of running their engines, this also reduces emissions.

Port of Seattle Response

The Interim Action involves maintenance dredging within an existing industrial berth that has been previously dredged and actively used for vessel operations for decades. While marine mammals and shorebirds are near the project, the proposed work is not expected to result in significant adverse impacts.

The Project will be completed using a mechanical clamshell dredge. The dredging is not expected to generate noticeable noise. Noise should be lower than that generated by common vessel traffic. Any disturbance from dredging activities will be localized and temporary and is not expected to result in injury or displaced marine mammals or shorebirds. The project will lower underwater noise in the long term by making shore power more available, allowing cruise vessels to turn off their engines while at berth.

Comment 8: From The United State Army Corps of Engineers

The U.S. Army Corps of Engineers, Seattle District (USACE) appreciates the opportunity to comment on the Port of Seattle's Interim Action Work Plan for the subject site.

Please note that the USACE Formerly Used Defense Sites (FUDS) program has no role in addressing the dredged sediments. USACE's involvement in this matter is limited to reviewing the Port's permit submission to the Seattle District Regulatory Branch pursuant to Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act. USACE is neither a proponent nor an opponent of any permit proposal.

For further inquiries regarding the comments above, please contact Evan Lum, Assistant District Counsel, at (206) 225-7560, or evan.c.lum@usace.army.mil. For inquiries regarding any

regulatory issue, please contact LeeAnn Simmons, Senior Project Manager, at (206) 419-1172, or leeann.w.simmons@usace.army.mil.

Sincerely,

Karah Haskins

Chief Environmental, Acquisition, and Business Support Branch
Seattle District, U.S. Army Corps of Engineers

Ecology's Response

Duly noted.

Documents for review and comment

[Terminal 91 Public Participation Plan June 2026](#)⁵

[Terminal 91: Interim Action 2026 Public Comment Period](#)⁶

[Port of Seattle Terminal 91 webpage](#)⁷ has 104 documents available for review.

Background

Terminal 91 is in an industrial area between Queen Anne and Magnolia.

Beginning in the late 1800s, the area was developed for industrial shipping. This activity contaminated the site and is being cleaned up.

Next steps

A public comment period on the Interim Action Work Plan for deepening the berths to allow ships to connect to shore power ended on July 17, 2026. Eight comments were received. The documents were not changed based on the public comments, but Tribal feedback was incorporated into the work plan. The feedback required additional sampling and analysis.

Currently, Terminal 91 is completing the additional sampling needed to finish investigating sediment contamination. They also are developing a feasibility study that will compare ways to clean up the sediments. The two reports will be issued for public comment together, probably in early 2027, so that a more complete picture is presented for public comment.

Prepared by

Christa Colouzis
Project Manager

Janelle Anderson
Public Involvement Coordinator

⁵ <https://apps.ecology.wa.gov/publications/SummaryPages/2604020.html>

⁶ <https://apps.ecology.wa.gov/publications/documents/2604019.pdf>

⁷ <https://apps.ecology.wa.gov/cleanupsearch/site/2674>