

## SEPA ENVIRONMENTAL CHECKLIST WAC 197-11-960

Property Owner:	<u>Port of Vancouver USA</u> <small>(Print or Type Name)</small>	Telephone: <u>(360) 693-3611</u>
Mailing Address:	<u>3103 NW Lower River Road, Vancouver, WA 98660</u> <small>(No., City, State, ZIP)</small>	
Applicant:	<u>Port of Vancouver, Monty Edberg</u> <small>(Print or Type Name)</small>	Telephone: <u>(360) 693-3611</u>
Mailing Address:	<u>3103 NW Lower River Road, Vancouver, WA 98660</u> <small>(No., City, State, ZIP)</small>	
Relationship to Owner:	<u>Same</u>	
Tax Assessor Serial Number(s):	<u>Refer to Section A.12 below for proposal location information.</u>	
Legal description: Lot(s)	Block(s)	Plat name
<small>(If a Metes and Bounds description, check here <input type="checkbox"/>, and attach narrative to this application.)</small>		
Site Address (if any):		

## A. Background

### 1. Name of proposed project, if applicable

Port of Vancouver USA Dredging Program

This supplemental SEPA checklist has been prepared to supplement the Port of Vancouver USA Berth Dredging Project (2013), the Port of Vancouver Phase 1 Berth Deepening Project (2008), and the Port of Vancouver USA Dredging Program (2017). The earlier SEPA checklists, which are incorporated by reference, evaluated dredging and deepening within established vessel berths at the Port of Vancouver, maintenance dredging of the flushing channel, upland placement of the dredge material at various port-owned properties, and in water dredge material placement. This supplemental SEPA checklist is consistent with the activities proposed in the earlier SEPA checklists and incorporates Berth 17, an established vessel berth, into the port's Dredging Program.

Consistent with WAC 197-11-335 and the guidance for supplementing an Environmental Impact Statement (EIS) in WAC 197-11-620, this supplemental SEPA checklist does not include analysis of actions or impacts that are reviewed in the previously prepared documents. Therefore, this SEPA checklist focuses solely on the new project component of maintenance dredging of Berth 17, with deepening in the first event.

### 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:** Monty Edberg, Project Manager

**4. Date checklist prepared:**

March 2020

**5. Agency requesting checklist:**

Lead Agency: Port of Vancouver USA

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

The frequency of dredging authorized by the Dredging Program depends on the sediment deposition rates, as well as operational needs and availability of resources. The typical rates of sediment accumulation in other vessel berths has resulted in maintenance dredging activities to occur every 1 to 3 years. Berth 17 could be dredged at this frequency; however, based on the sediment accumulation within Berth 17 over the past 10 years, the sedimentation or shoaling rate is less than the other vessel berths and, therefore, the duration between dredge events at Berth 17 may be increased. All dredging would take place within the agency-approved in-water work window, which is currently designated from August 1 to January 31 of each year.

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

At this time, there are no plans for future additions, expansion, or further activity related to the Dredging Program.

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

Previous SEPA checklists and related documents, referenced below, have been prepared to evaluate activities associated with port dredging and the Dredging Program. These SEPA checklists and documents are incorporated by reference and, upon review, have been determined to be an action of nonsignificance or mitigated to a level of nonsignificance by the Lead Agency.

- Port of Vancouver Maintenance Dredging Project Environmental Checklist. 1995. Port of Vancouver.
  - Determination of Nonsignificance for the Port of Vancouver Maintenance Dredging Project. 1995. City of Vancouver.
- Flushing Channel Maintenance Dredging Project Environmental Checklist. 2003. Port of Vancouver.
  - Determination of Nonsignificance for the Flushing Channel Maintenance Dredging. 2004. City of Vancouver.
- Port of Vancouver Phase 1 Berth Deepening Project Environmental Checklist. 2008. Port of Vancouver.

- Mitigated Determination of Nonsignificance for the Port of Vancouver Phase 1 Berth Deepening Project. 2008. Port of Vancouver.
- Port of Vancouver USA Berth Dredging Project Environmental Checklist. 2012. Port of Vancouver.
  - Supplemental Mitigated Determination of Nonsignificance for Berth Dredging Project. 2013. Port of Vancouver.
- Port of Vancouver USA Dredging Program Environmental Checklist. 2017. Port of Vancouver.
  - Supplemental Mitigated Determination of Nonsignificance for USA Dredging Program. 2017. Port of Vancouver.
- Port of Vancouver USA Dredging Program SEPA Addendum (review of Berths 13/14 for transloading). 2018. Port of Vancouver. April.
- Port of Vancouver USA Dredging Program SEPA Addendum (land-based maintenance dredging at the flushing channel entrance). 2019. Port of Vancouver. November.

The following additional documents also inform the activities included in the Dredging Program.

- *Biological Assessment: Port of Vancouver Phase 1 Berth Deepening Project, River Miles 103.5 to 105.5, Hydrologic Unit Code 17080001*, prepared by Anchor Environmental, L.L.C., for Port of Vancouver, September 2007.
- *Biological Assessment Addendum: Port of Vancouver USA Berth Dredging River Miles 103.5 to 105.5, Hydrologic Unit Code 17080001*, prepared by BergerABAM for Port of Vancouver USA and submitted to USACE, January 2013.
- *Biological Assessment Addendum: Port of Vancouver USA Berth Dredging, River Miles 103.5 to 105.5, Hydrologic Unit Code 17080001*, prepared by Ecological Land Services, Inc., for Port of Vancouver USA and submitted to USACE, May 1, 2014.
- *Vancouver Lake and Flushing Channel Site Inspection, Vancouver, Washington*, prepared by Ecology and Environment, Inc., for the U.S. Environmental Protection Agency, May 2010.
- *Results of the Sediment Sampling at Flushing Channel to Vancouver Lake, Vancouver, Washington*, letter report from Keith A. Kroeger and Stuart H. Albright, Hart Crowser, to Patty Boyden, Port of Vancouver, November 20, 2003.
- *Vancouver Lake Maintenance and Operations Handbook and Project Summary*, prepared by the Port of Vancouver, 1984.
- *Biological Opinion: Port of Vancouver Maintenance Dredging and Management of Upland Disposal Sites Parcel 3 and T5 Project, Vancouver, Washington*, prepared by the U.S. Fish and Wildlife Service, March 23, 2015.
- *Natural Resources Inventory Management Plan*, prepared by Vigil Agrimis, Inc., and Herrera Environmental Consulting for the Port of Vancouver, October 15, 2004.
- *Portland Sediment Evaluation Team (PSET) Suitability Determination from Ecology's Shorelands and Environmental Assistance Program*, prepared by the Washington State Department of Ecology, August 18, 2016.
- *Biological Evaluation: Port of Vancouver USA Dredging Program, Columbia River Miles 101 to 105.5, Hydrologic Unit Code 170800030104*, prepared by Ecological Land Services, Inc., for Port of Vancouver USA and submitted to USACE, July 17, 2017.

- *Biological Opinion: Port of Vancouver USA Dredging Program, Clark County, Washington (6<sup>th</sup> Field HUC 170800030701 Columbia River)*, prepared by National Marine Fisheries Service, May 2, 2018.

Additional environmental information that has been prepared for Berth 17 to inform its maintenance dredging are as follows:

- *Sediment Characterization Report for Terminal 5 Berth 17*, Prepared by Floyd|Snider for Port of Vancouver, May 2019.
  - *Portland Sediment Evaluation Team (PSET) Level 2A Dredged Material Suitability Determination for the Port of Vancouver's Terminal 5, Berth 17, at River Mile 103.3, in Vancouver, Clark County, Washington*. Prepared by Laura Inouye (Washington State Department of Ecology) and James Holm (U.S. Army Corps of Engineers), August 7, 2019.
- *Port of Vancouver Terminal 5 Berth 17 Sediment Sampling Results Memorandum*, prepared by Floyd|Snider for Washington State Department of Ecology, October 2019.

**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 supplemental SEPA checklist.

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

The port will update or modify the existing government approvals and permits that are in place for the Dredging Program to reflect the addition of Berth 17.

- USACE: Department of the Army Permit (Section 404 and Section 10), NWP-2007-916/2, May 15, 2019.
- National Marine Fisheries Service and U.S. Fish and Wildlife Service: Endangered Species Act Consultation, and Biological Opinion, NMFS No: WCR-2017-8099, May 2, 2018.
- Washington State Department of Ecology (Ecology): Section 401 Water Quality Certification, No. 17584, April 3, 2018.
- Washington Department of Fish and Wildlife (WDFW): Hydraulic Project Approval, 2017-5-98+02, August 28, 2017.
- City of Vancouver: Shoreline Substantial Development Permit, Shoreline Conditional Use Permit, and Critical Areas Permit, PRJ-156853/LUP-65076, April 13, 2018.

**11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)**

The existing Dredging Program provides for maintenance dredging of all existing vessel berths at the port, except one, and for dredging of the flushing channel. Through this review, the port proposes to update the Dredging Program to include the single outstanding vessel berth (Berth 17) in order to provide coverage for all port maintenance dredging needs. The purpose of this supplemental checklist is to evaluate potential environmental effects associated with

dredging at Berth 17, which would be a new component to the port's Dredging Program but is consistent with the ongoing dredging activities. Maintenance dredging would be conducted as described in the previous SEPA checklists. Dredging of Berth 17 is described further below.

Berth 17 is located at Terminal 5 on port property along the Columbia River at 5701 NW Old Lower River Road, River Mile 103.3, approximately 3 miles northwest of Interstate 5 in Vancouver, Washington. The port owns the pier and the adjacent 208-acre upland parcel. The port intends to perform maintenance dredging of Berth 17, with deepening to the authorized dredge depth of -43 Columbia River Datum (CRD) in the first dredge event. An allowable 2-foot overdredge is provided. This depth is consistent with the Columbia River navigation channel. Maintenance dredging at Berth 17 is needed to maintain operations and provide adequate conditions for deep-draft ships, consistent with the need of the overall Dredging Program.

Berth 17 has not been dredged since a sediment remedy involving dredging was completed in 2009. A bathymetric survey of Berth 17 was conducted in June 2018. Based on the results of the bathymetric survey, up to approximately 2,250 cubic yards (CY) would be dredged during the initial dredge effort to reach the authorized dredge depth of -43+2 feet CRD. Dredging would extend up to 8 to 10 feet below the existing surface, based on existing areas of sediment accumulation. The material dredged as part of this initial dredge effort would fit within the maximum annual dredge volume for the Dredging Program of 50,000 CY and no more than 150,000 CY over 10 years.

Berth 17 is located within the previous Alcoa sediment cleanup site. The port was not an owner of Terminal 5 when contamination occurred. The port purchased the property from Alcoa in 2007; however, Alcoa continued cleanup activities until 2010. A sediment remedy consisting of dredging of polychlorinated biphenyl (PCB)-contaminated sediment along the shoreline and placement of enhanced natural recovery (ENR) sand was conducted by Alcoa in 2009. Subsequent sediment sampling by the port in 2018 identified remaining PCB contamination and localized polycyclic aromatic hydrocarbon (PAH) contamination, as discussed in more detail in question B.7.a. The port would design its initial deepening event so as to minimize impacts to PCB-contaminated sediments. Future remedial delineation and/or supplemental cleanup of this existing contamination is being overseen by the Ecology Toxics Cleanup Program.

The dredge material from the initial deepening event would not be placed in-water. During dredging, dredge material would be placed on a watertight barge or scow and there would be no passive dewatering into the Columbia River. All dewatering water would be treated at the transload site and either discharged back to the Columbia River or discharged to the sanitary sewer, if acceptable. Dredge material would be offloaded at Berth 4, Berth 9, Berth 10, Berths 13/14, or an alternative location, as approved by the regulatory agencies, and loaded into trucks and transported off site to a permitted upland disposal facility. With the proposed maintenance dredging at Berth 17, the port also proposes to use that facility as a transload location.

As part of the 2018 sediment sampling effort, the post-dredge surface was not characterized (refer to question B.7.a for more detail) as part of the PSET process. Therefore, after completion of the initial deepening event, the port may conduct post-dredge grab sampling to ensure that the surface complies with antidegradation requirements, per the 2018 Sediment Evaluation Framework (SEF) for the Pacific Northwest. The port may elect in future maintenance dredging events to characterize the sediment for placement at the Gateway 3 site (also known as Parcel 3 or Columbia Gateway), following regulatory approvals and determination of suitability.

The Contractor would select the specific equipment and construction methods that would achieve the project requirements in the most efficient and cost-effective manner, while

complying with all agency approvals and permit conditions. Consistent with previous maintenance dredging activities, it is anticipated that dredging would be performed mechanically from water-based equipment, using a clamshell bucket. A clamshell bucket is typically used within this project area because of the dense and gravelly sediments present in portions of the berth dredge prisms.

**Additional Note to Readers**

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, the project description provided above has been developed based on preliminary concept plans for the project. As part of continued development of the project design, certain elements may be refined. The port acknowledges project refinements may be subject to further review under SEPA if they extend beyond the project footprint or result in environmental effects that exceed those addressed in this SEPA checklist or those that are described in previous environmental reviews, adopted by reference.

Additionally, and consistent with prior reviews of the port's Dredging Program, potential effects of future uses at the terminal upland of Berth 17 would be evaluated when future uses are known, when appropriate. Evaluation at the time is most appropriate, avoiding speculation in this SEPA checklist.

- 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 port is located on the Columbia River in Vancouver, Washington, with property extending between RMs 100 and 105.5. The Vicinity Map and Site Plan (Figure 1) provides the location of Berth 17 (tax parcel identification number 500501000).

**B. Environmental Elements**

**1. Earth**

**a. General description of the site**

(circle one) Flat, rolling, hilly, steep slopes, mountainous, other \_\_\_\_\_

Berth 17 has been designed to accommodate vessels from the adjacent deep-draft shipping channel that is federally maintained. Bathymetry data from 2018 indicates that existing river bottom elevations around Berth 17 generally range from approximately -35 to -55 feet CRD. In comparison to 2009 bathymetry data, the majority of the dredge prism has scoured over time and is relatively flat.

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

The steepest existing slope is 3:1.

- 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 on the bottom of Berth 17 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 indications or known history of unstable soils in the vicinity of the project area.

- 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 see response to question A.11, which provides additional detail on the purpose, location, and approximate extent of dredging that would occur within Berth 17.

The annual total maximum volume from all current and proposed dredging activities for the Dredging Program is 50,000 CY and no more than 150,000 CY over 10 years. This volume of dredge material would not change with the addition of the Berth 17 maintenance dredging.

- f. **Could erosion occur as a result of clearing, construction, or use? If so, generally describe.**

Similar to the established berths, dredging of Berth 17 may result in sloughing from the side slopes. However, based on geotechnical evaluations of the under-pier sediments, and the history of dredging in the area, the dredge prism would be designed to minimize sloughing and maintain stable slopes. Additional dredge passes or later maintenance dredging could remove material if it sloughs farther into the berth.

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

No impervious surfaces are proposed as part of the new project component.

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

Dredging design for Berth 17 would be consistent with the dredge design for the other berths in the Dredging Program. In addition, current observations of slough quantities would be considered to minimize sloughing and maintain stable slopes.

## 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 proposed project component are related to dredging equipment, and construction support vessels and other equipment (i.e., tugs, skiffs). Emissions of this kind are typical to an industrial area, such as a working port. Project emissions would be temporary in nature as the proposed dredging is only performed on a short-term construction

project duration. The anticipated increase of emissions from the Dredging Program would best be described as negligible.

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

There are no known offsite sources of emissions or odor that would affect the activities proposed under the Dredging Program.

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

The Contractor will be required to maintain equipment so that it is in good working order. The port requires contractors to minimize unnecessary idling. The emissions associated with maintenance dredging are limited in nature and are not anticipated to notably affect air quality.

**3. Water**

**a. Surface Water:**

**1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

The port and its vessel berths, including Berth 17, are located on 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.**

Maintenance dredging would occur within the established vessel berth in the Columbia River, at approximately river mile 103.

**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.**

Please see the response to question A.11, which provides additional detail on the estimated amount of dredge material that could be removed each year as part of the Dredging Program. The dredge material from the initial deepening event would be transported to a permitted upland facility.

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

The Dredging Program does not require surface water withdrawals or diversions.

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

Dredging of Berth 17 would occur within 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.**

Waste materials will not be discharged to surface waters. Turbidity may result from dredging, but turbidity is suspended river sediments and is not waste material. Additionally, as described in response to questions B.3.c.1 and B.3.d, water quality protection measures will be implemented to reduce and monitor turbidity per permit requirements.

**b. Ground Water:**

- 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 general description, purpose, and approximate quantities if known.**

The Dredging Program does not include groundwater withdraw for drinking or other purposes.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: 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 Dredging Program does 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 the initial dredging event, dredge material would be placed on a watertight barge or scow and there would be no passive dewatering into the Columbia River. All dewatering water would be treated at the transload site and either discharged back to the Columbia River or discharged to the sanitary sewer, if acceptable.

After removal of the contaminated sediment in the initial event, it is expected that subsequent dredging events will include the removal of clean sediment. Consistent with previous agency approvals, depending on the quality of the remaining sediment that would be dredged at Berth 17 as part of the Dredging Program, if determined clean, the dredged material would be passively dewatered, as described in prior SEPA checklists, consistent with the permitted dredging approach at other port berths. After sediment is allowed to settle, water would pass through geotextile fabric or hay bales before draining back into the Columbia River. The amount of water flowing back into the Columbia River will be a function of the sediments and the depth of the dredge cut.

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

Waste materials will not enter the ground or surface waters as part of the Dredging Program.

Sediment characterization of the initial dredge prism sediment has shown that there is known surface and shallow subsurface contamination (documented in the *Portland Sediment Evaluation Team (PSET) Suitability Determination from Ecology's Shorelands and Environmental Assistance Program*, dated August 7, 2019) in the proposed Berth 17 dredge prism.

When contaminated sediment is removed from Berth 17, the dredge material from that dredge event would not be placed in-water. It would be disposed of at a permitted upland disposal facility. Therefore, contamination from Berth 17 sediments would not enter groundwater or surface water. This approach will be maintained in future dredge events until sediment quality is confirmed to be suitable for placement at the Gateway 3 site.

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

The proposed project component of maintenance dredging of Berth 17 is not anticipated to significantly alter or affect drainage patterns in the vicinity of the site.

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

The following measures are incorporated into the Dredging Program to avoid and minimize potential impacts to surface waters in the project area.

- A Water Quality Monitoring Plan; Dredging Plan; Spill Prevention, Control, and Countermeasure (SPCC) Plan; and other relevant plans will be prepared, approved by the agencies with jurisdiction, and implemented by the Contractor during construction.
- Turbidity will be monitored to ensure that construction activities are in compliance with Washington Surface Water Quality Standards (WAC 173-201A), and all conditions specified in the project-specific Water Quality Certification (WQC) issued by Ecology.
- During the initial dredge event, 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.

After removal of the contaminated sediment, depending on the quality of the remaining sediment that would be dredged at Berth 17 as part of the Dredging Program, if determined clean, the dredged material would be passively dewatered, as described in prior SEPA checklists, consistent with the permitted dredging approach at other port berths. After sediment is allowed to settle, water would pass through geotextile fabric or hay bales before draining back into the Columbia River.

- 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
  - Other conditions as specified in the WQC

- 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. After the first dredge event, if discharging water from the barge, hay bales or filter fabric will be placed over the barge scuppers to help filter suspended sediment from the return water.
- 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, and 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.

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

#### 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 established Berth 17, and upland vegetation is sparse at the upland facility immediately adjacent to the berth.

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

Maintenance dredging at Berth 17 is not anticipated to result in any vegetation removal or alteration.

##### 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 Berth 17.

Further, the program activities would not disturb plant species.

**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 Dredging Program, and measures to preserve or enhance vegetation on the site are not proposed either, because the Dredging Program will not have an adverse 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 existing throughout the lower Columbia River.

**5. Animals**

**a. List any birds and other animals which 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: bald eagle, streaked horned lark, sandhill cranes, osprey

**mammals:** deer, bear, elk, beaver, other: California and Stellar sea lions, harbor seals

**fish:** bass, salmon, trout, herring, shellfish, other: forage fish typical of freshwater systems, smelt, sturgeon

**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 in-water area of Berth 17, which is the new project component of the existing Dredging Program. The proposed actions, action area, and potential effects to these species from the Dredging Program were described in a project-specific 2017 Biological Evaluation. Potential effects from maintenance dredging of Berth 17 are consistent with those described in the Biological Evaluation and addressed in the related Biological Opinion. Maintenance dredging within the established berths has been previously reviewed under port-issued Biological Assessments (2007, 2013 and 2014) and has undergone consultation under Section 7 of the Endangered Species Act (ESA) and concluded with a determination of “not likely to adversely effect.”

- **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, Upper Willamette River ESU, Middle Columbia River ESU, Upper Columbia River ESU, Snake River Basin ESU
- **Green Sturgeon (*Acipenser medirostris*):** Southern DPS
- **Eulachon (*Thaleichthys pacificus*):** Southern DPS
- **Bull trout (*Salvelinus confluentus*):** Columbia River DPS

In addition to these in-water species, the streaked horned lark (*Eremophila alpestris strigata*) has been observed on the port's Gateway 3 site upland dredge placement site; however, they have not been documented in the past 3 years of surveying because the site is maintained to minimize lark habitat features. While material from initial dredging at Berth 17 is likely to go to an offsite permitted upland disposal facility, if it is determined suitable for placement elsewhere in the future, it could be placed at the Gateway 3 site. For that reason, it is worth noting the potential presence of streaked horned lark. The US Army Corps of Engineers will continue to conduct annual surveys for the larks.

**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 (WDFW, Management Recommendations for Washington's Priority Species, Volume IV: Birds). The Columbia River serves as a migration corridor for salmonids.

The Vancouver Lowlands are used as stopover habitat during migration and for foraging by over-wintering birds. The agricultural fields of the Gateway 3 site are part of a known migration route for sandhill cranes, which are state listed as endangered but are not federally listed under the ESA. Cranes are known to rest and feed on the Gateway 3 site but more commonly use adjacent Parcels 4 and 5, which were transferred to Columbia Land Trust from the port for the purpose of providing wintering food for migrating and staging sandhill cranes. Parcels 4 and 5 would not be affected by the proposed maintenance dredging at Berth 17. A berm is being constructed on the Gateway 3 site to provide a buffer for sandhill crane habitat on Parcels 4 and 5.

Potential port dredging impacts to migrating salmonids were analyzed within a 2017 project-specific Biological Evaluation (BE). The 2017 BE will be amended to include the initial deepening and maintenance dredging of Berth 17.

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

No additional measures beyond those required in question B.3.d will be employed.

**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 for the Dredging Project. 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.**

The completed project activities, specific to the new project component of the Dredging Program, are best described as maintained vessel depth at Beth 17. The completed project does not use energy; all energy needs of the Dredging Program are related to dredging equipment, and construction support vessels/vehicles and other equipment (i.e., tugs, skiffs, land-based transloading equipment).

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

The Dredging Program is not anticipated to 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:**

Any required upland trips will 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 as a result of this proposal? If so, describe.**

Please see the responses to questions B.7.a.1 through B.7.a.5 for detail regarding potential environmental health hazards that could occur as a result of this proposal, as well as the proposed 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 parcel adjacent to Berth 17 was historically operated as an aluminum smelter and series of aluminum fabrication plants. 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. The primary cleanup driver in the sediments was PCBs. In order to fulfill the requirements of a Consent Decree to address this contamination, Alcoa completed numerous cleanups at the site in both the uplands and sediments. In 2009, a sediment remedy was conducted that included the removal of sediment with PCB concentrations greater than the remedial action level (RAL) of 320 micrograms per kilogram ( $\mu\text{g}/\text{kg}$ ) and ENR of sediment with PCB concentrations less than the RAL and greater than the cleanup level (CUL) of 97  $\mu\text{g}/\text{kg}$ . Sediment confirmational sampling was conducted post-ENR sand placement.

In December 2018, the port conducted sediment sampling at Berth 17 to support characterization of sediments that will be removed during the initial dredging event. Sediment sampling was conducted in accordance with a 2018 PSET-approved Sampling and Analysis Plan (SAP) and the 2018 SEF for the Pacific Northwest. A summary of the investigation objectives, the sampling scheme, field sampling methods and protocols, deviations from the 2018 SAP, and analytical results are summarized in the Sediment

Characterization Report (SCR) that was submitted to PSET on May 10, 2019. The SCR was also provided to the Ecology Toxics Cleanup Program managers.

The results indicate that shallow subsurface sediments ranging from 0 to 2 feet below mudline (bml) (which ranges from approximately -36 feet CRD to -41 feet CRD) within the dredge prism are contaminated with PCBs that exceeded the SEF SL1 of 110 µg/kg and the Alcoa Total PCB RAL of 320 µg/kg. One sample also exceeded the Total PAH SEF SL1 criterion of 17,000 µg/kg and was equal to the SEF SL2 of 30,000 µg/kg.

Concentrations of Total PCBs from one of the locations in the downstream portion of the dredge prism (representing an elevation of approximately -40 to -41.2 feet CRD [2.0 to 3.2 feet bml]), were non-detect, indicating that PCB contamination in this area may be limited to surface and shallow subsurface sediments in approximately the 0- to 1-foot interval.

Due to the dense nature of the sand and the presence of cobbles and debris within the dredge prism, core samples were not able to be advanced to the target depths and the dredge prism could not be fully characterized. The deepest sample collected represented an elevation of approximately -40 to -41.2 feet CRD (2.0 to 3.2 feet bml).

Based on the PCB and PAH contamination identified in the dredge prism, as well as the inability to fully characterize the dredge prism and post-dredge surface, the sediments are considered not suitable for in-water disposal and were not characterized for upland placement at a port-owned parcel. The results were also documented in the *PSET Level 2A Dredged Material Suitability Determination for the Port of Vancouver's Terminal 5, Berth 17* dated August 7, 2019, which also determined that both the sediments within the dredge prism and the post-dredge surface are unsuitable for in-water placement.

**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 only known potential hazardous chemical that affects the development and design of the Dredging Program is the sediment concentrations of PCBs and PAHs located in the sediment of Berth 17, 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.**

No toxic or hazardous chemicals would be stored or produced during the Dredging Program. 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.

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

Safety protocols would be developed by the Contractor prior to maintenance 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 will not affect the Dredging Program.

### **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 maintenance dredging will be short-term. Long-term noise will not be generated by the Dredging Program. The dredge equipment and other construction equipment will 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 will 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 from those described in the 2008 and 2012 SEPA checklists 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.**

The port is a fully operational public port that handles more than 6 million tons of cargo each year, across 800 acres of currently operating facilities. Four marine terminals and a flushing channel exist on site, providing 13 established berths and associated upland facilities.

- Terminal 2 (Grain Elevator, Berths 1, 2, 3, 4, and 5)
- Terminal 3 (Berths 7 and 8/9)
- Terminal 4 (Berths 10 and 13/14)



- Terminal 5 (Berth 17)
- Flushing Channel

Refer to the port's website for more details on current use of the port facilities. The Dredging Program would not affect the existing land use at the site or adjacent properties.

The properties directly adjacent to Terminal 5 consist of industrial and commercial businesses. Directly to the east is Clark County Jail Work Center, a 18.3-acre minimum security facility for low-risk inmates. To the east of Terminal 5 is Tidewater Barge Lines and HME Construction. Tidewater Barge Lines handles and transports containerized freight such as grain, wood products, fertilizers, etc. They moor numerous barges at the facility for transport of heavy equipment, dredged material, and other goods. HME is a marine construction contractor. The 6.5 acre facility has two docks for loading and offloading of materials and equipment. Directly adjacent to the north of Terminal 5 is Clark Public Utilities River Road Generation Plant. The facility generates up to 29 percent of natural gas for Clark County.

These properties will not be affected by the proposed maintenance dredging, because the project activities are expected to be confined within the in-water area of Berth 17.

- 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 as a result 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 within Berth 17 as the site is part of the 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:**

Maintenance dredging at Berth 17 would not affect nor be affected by surrounding working farm or forest land normal business operations.

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

The port hosts a variety of buildings, marine terminals, and docks that are equipped to handle different cargo types. At Berth 17 an approximately 450-foot concrete pier with concrete piles exists adjacent to the dredge prism.

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

The Dredging Program does not propose to demolish any structures.

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

The current zoning classification for the Berth 17 is water.

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

The current comprehensive plan designation for Berth 17 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 (CARA) as defined in VMC 14.26.115 and has been designated as a sole source aquifer by the U.S. Environmental Protection Agency. However, Berth 17 is not within 1,900 feet of a municipal drinking water well supply and is, therefore, not subject to the special protection area provisions of VMC 14.26, Water Resources Protection. Additionally, the new project components would not disturb existing critical habitat or riparian buffers located adjacent to Berth 17.

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

Nobody would reside in the completed project area. No employment displacement is anticipated. As of 2018, 3,910 jobs were directly generated by port marine and industrial activities, which berth dredging supports.

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

The Dredging Program would not result in displacement.

**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:**

Maintenance dredging of Berth 17 is consistent with existing and future land uses.

Additionally, the project will be reviewed by the City of Vancouver as part of the permitting process under the Shoreline Master Program to further ensure compatibility.

**m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:**

The Dredging Program would not result in direct or indirect impacts to nearby agricultural and forest lands because maintenance dredging of Berth 17 would occur below ordinary high water. 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 Dredging Program.

- 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 Dredging Program.

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

Because the Dredging Program would not provide or eliminate housing, no measures to reduce or control housing impacts are proposed.

## **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 Dredging Program.

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

The Dredging Program would not alter or obstruct views in the immediate vicinity of the project. The equipment associated with dredging and material placement 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:**

Because the Dredging Program will not result in short-term or permanent aesthetic impacts, 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 Dredging Program 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?**

The finished project would not produce light or glare.

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

Offsite sources of light or glare would not affect the Dredging Program.

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

The Dredging Program 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 a number of informal and established scenic viewpoints and parks, such as Blurock Landing, which is located at the entrance of the flushing channel.

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

The Dredging Program would not displace any existing recreational uses. Dredging would occur within the established Berth 17 vessel berth, which does not support recreational activities.

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

Because the Dredging Program will not result in recreational impacts, 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 located on or near the site? If so, specifically describe.**

The existing SEPA checklists (2008 and 2013) provide a description of buildings, structures, and sites that have been inventoried and evaluated for potential historic significance. Given that maintenance dredging of Berth 17 would not have impacts to structures, and the area of potential effects from the existing Dredging Program is inclusive of the larger port facility, the previous SEPA analysis adequately covers historic buildings, structures and site information. Regarding the in-water work, maintenance dredging is located waterward of the shoreline in areas that have been previously dredged and, therefore, the risk of disturbing cultural resources during dredging activities is low.

**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 archeological resources. Culturally significant sites have been inventoried in the uplands. 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 Indian Nation, Cowlitz Indian Tribe, Confederated Tribes of Siletz Indians, Shoalwater Bay Tribe, and the Yakama Nation.

The maintenance dredging of Berth 17 includes the removal of sediments deposited from a previously disturbed area.

- 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.**

While it is highly unlikely that artifacts would be found in the alluvial deposits in the port berthing areas, given the high energy river currents in the area and reworked nature of the sediments, if anything were unearthed, work would stop and the port would contact the State Historic Preservation Officer.

Additionally, 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 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.**

The Dredging Program will 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 Washington State Department of Archaeology and Historic Preservation (DAHP) regulations. In the event any unknown archaeological or historical materials are encountered during project activities, work in the immediate area of the discovery will be halted and the following actions taken: (1) implement reasonable measures to protect the discovery site, including any appropriate stabilization or covering; (2) take reasonable steps to ensure the confidentiality of the discovery site; and, (3) take reasonable steps to restrict access to the site of discovery. If human remains are discovered, appropriate law enforcement agencies shall be notified first, then the steps listed herein will be followed. If remains are determined to be Native American, consultation with the affected tribes will take place in order to mitigate the final disposition of said remains.

Should a discovery occur, a professional archaeologist will be called in to assess the significance of the find, and DAHP and concerned tribes will be notified so that a course of action can 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 proposed project revisions 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 26<sup>th</sup> 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?**

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 Route 6: Fruit Valley/Grand.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?**

Parking spaces would not be added or eliminated as part of the Dredging Program.

- d. 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 Dredging Program does not require any new or improved roadways or other transportation improvements.

- e. 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 Company and Union Pacific Railroad.

Dredging and other construction equipment would arrive to the project site using the lower Columbia River; would operate at the dredging project site; and would transport material to be offloaded at Berth 4, Berth 9, Berth 10, or Berths 13/14. With the proposed maintenance dredging at Berth 17, the port also proposes to use that facility as a transload location.

- f. 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?**

Vehicle trips generated by the Dredging Program would be generated by dredging and upland material placement. For Berth 17, dredged material would be offloaded at Berth 4, Berth 9, Berth 10, Berths 13/14, or an alternative location, as approved by the regulatory agencies. With the proposed maintenance dredging at Berth 17, the port also proposes to use that facility as a transload location. Material would then be loaded into trucks and transported off site to a permitted upland disposal facility or the Gateway 3 site, if sediment quality is determined to be suitable after the initial dredging event.

Because the total volume of dredge material generated by the new project component will not exceed the estimated 50,000 CY of annual dredging volume identified in the 2008 SEPA checklist, no additional truck trips would be generated beyond those described in the 2008 SEPA checklist.

- g. 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 Dredging Program 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 dredging activities in the Dredging Program. Further, if dredge material is placed in-water, this would reduce the anticipated level of truck traffic on surface streets.

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

Transportation impacts are not anticipated as a result of the Dredging Program. The City of Vancouver reviewed the potential truck traffic associated with port's Berth Deepening Project and determined that the existing transportation infrastructure was adequate to serve the project needs. The previously anticipated volumes of 12 to 15 truck round trips per hour and 120 to 150 truck round trips per day during dredging activities would not change as a result of Berth 17 dredging being added to the port's Dredging Program.

**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 Dredging Program will not result in an increased need for public services.

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

Because the Dredging Program will not affect public services, no measures to reduce or control impacts are proposed.

**16. Utilities**

**a. Circle utilities currently available at the site:**

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other \_\_\_\_\_

**b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.**

No new or modified utilities are proposed as part of the Dredging Program.

**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.

Signature: Monty Edberg

Name of signee: Monty Edberg

Position and Agency/Organization: Director of Engineering and Project Delivery/Port of Vancouver

Date Submitted: 4/08/2020





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A/E PROJECT NUMBER: 1700018

DRAWING SCALE:  
 1:1400

DRAWN BY:  
 KMV

APPROVED BY:  
 SJS

DATE:  
 1/01/2020

REVISION  
 NO. DATE

**PORT OF VANCOUVER USA**  
 DREDGING PROGRAM

**FIGURE 1: VICINITY MAP AND SITE PLAN**  
 (FOCUSED ON PROJECT UPDATES)

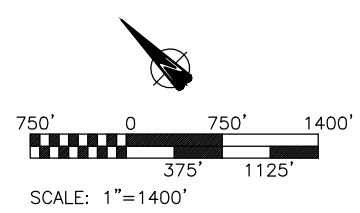


**PROJECT LOCATION**  
**PORT OF VANCOUVER, WA**

**WASHINGTON KEY MAP**

**LEGEND**

 MAINTENANCE DREDGING WITHIN BERTH 17



**Port of Vancouver USA**

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SHEET CONTENTS

DRAWING NUMBER

**FIG 1**

SHEET NUMBER 1 OF 1  
 POV PROJECT NO: