

STATE ENVIRONMENTAL POLICY ACT
FINAL DETERMINATION OF NON-SIGNIFICANCE FOR THE
Terminal 91 Interim Action West Berth Maintenance Dredge
Project

Date Issued: September 21, 2026
SEPA Lead Agency: Port of Seattle
Agency File Number: 2026-02
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The Port of Seattle (Port) has completed an environmental analysis, including review of pertinent and available environmental information and preparation of a State Environmental Policy Act (SEPA) Checklist for the Terminal 91 Interim Action West Berth Maintenance Dredge Project.

Name of Proposal: Terminal 91 Interim Action West Berth Maintenance Dredge Project

Background: Terminal 91 (T91) is an approximately 210 acre Port of Seattle marine industrial facility located at 2001 West Garfield Street in the Interbay neighborhood of Seattle. The site supports a range of maritime and commercial activities, including vessel berthing, fleet services, commercial fishing operations, cruise facilities, and other water dependent uses. The in-water area where the proposed project will occur is part of the Sediment Cleanup Unit (SCU), which includes the eastern, central, and western berths positioned between Piers 90 and 91.

The Port proposes to conduct maintenance dredging in the T91 West Berth as an Interim Action under the Model Toxics Control Act (MTCA). Per Ecology direction (September 2025), the dredging is considered an Interim Action under MTCA Agreed Order No. DE24768 (Ecology 2020). This action does not predetermine future cleanup decisions, which will be evaluated in the Feasibility Study and Cleanup Action Plan. Ecology issued a Public Notice for the Draft Interim Action Work Plan (IAWP) on June 15, 2026.

The proposed project will restore the required berthing depths at T-91 to -35 feet mean lower low water (MLLW), which is needed to allow cruise ships the necessary maneuverability to utilize shore power. This project is being done to comply with the Port Commission's Order No. 2024-08 ("shore power mandate"), which set an accelerated timeline for all cruise ships to utilize shore power at all Port facilities by the 2027 cruise season (Port of Seattle 2024). This mandate will uphold the Port's commitment to

operating in an environmentally responsible manner by reducing air pollution and greenhouse gas emissions.

The dredging is needed to restore navigational depths for vessels that regularly call at the berth and to support ongoing environmental cleanup planning for the site. The project will remove accumulated sediments from the western and eastern portions of the berth, with associated dewatering, transport, and disposal at an upland Subtitle D landfill.

Description of Proposal: The project includes mechanical dredging of up to approximately 4,740 cubic yards of sediment within the Terminal 91 West Berth. This includes about 3,980 cubic yards from the western dredge area and about 760 cubic yards from the eastern dredge area. The dredging will restore berth elevations to -35 feet MLLW in the western area (with allowable over dredge to -37 feet MLLW) and -36.5 feet MLLW in the eastern area (with allowable over dredge to -38 feet MLLW), the latter supporting subsequent clean-sand placement.

Dredging will be performed using a barge-mounted crane or hydraulic excavator with conventional or enclosed buckets. Dewatering of dredged sediment will occur on the barge, using geotextile and/or straw bale filtration prior to return water entering Elliott Bay at the point of dredging. Dewatered sediment will be transported by barge to an offloading facility and then moved by lined trucks or railcars to an approved Subtitle D landfill for disposal.

The site is also designated a Formerly Used Defense Site due to historical Navy operations, which included disposal of military munitions overwater. Discarded Military Munitions (DMMs) are military munitions that have been abandoned without proper disposal or removed from storage in a military magazine or other storage area for the purpose of disposal [10 USC § 2710(e)(2)]. The IAWP characterizes these conditions and notes that the likelihood of encountering DMMs within the dredge footprint is low. Procedures for addressing any potential discovery of DMMs during project implementation will be established prior to construction.

After dredging is complete, post-dredge sediment sampling will support MTCA cleanup evaluations. In the eastern dredge area, approximately 100 cubic yards of clean sand will then be placed as a nominal 9-inch layer to meet sediment antidegradation standards and provide a temporary suitable benthic surface.

Location of Proposal: The project is located within the T-91 West Berth portion of the Sediment Cleanup Unit in Elliott Bay, directly adjacent to 2001 West Garfield Street, Seattle, Washington. Terminal 91 is a 210-acre Port-owned marine industrial property in the Interbay neighborhood. The majority of work will be completed adjacent to Parcel 7666201146. The dredging and sand placement activities occur entirely within the established in-water berth area. Supporting project plans and figures are included with the SEPA checklist.

Determination: The Port has determined the Terminal 91 Interim Action West Berth Maintenance Dredge Project will not have probable significant adverse impacts on the environment. As such, an environmental impact statement (EIS) is not required under the provisions of the Washington State Environmental Policy Act (RCW 43.21, WAC 197-11) and Port of Seattle SEPA Policies and Procedures

(Port Commission Resolution 3650). This decision was made after review of a completed Environmental Checklist, available online at <https://www.portseattle.org/environment/sepa-nepa>.

This determination is based on the following findings and conclusions:

- The environmental checklist for the Terminal 91 West Berth Dredge Project did not identify any significant adverse impacts on the environment, including to sensitive habitats or protected areas.
- The project consists of maintenance level dredging within an established industrial berth. Work will be conducted using best management practices to minimize turbidity, prevent sediment releases during dewatering and offloading, and ensure proper handling and disposal of dredged material.
- Placement of a thin, clean sand layer in the eastern dredge area will improve near term benthic habitat conditions and meet state sediment antidegradation requirements.
- The project supports continued safe navigation and operations at Terminal 91 and contributes to the Port's broader MTCA cleanup planning for the site.

Supporting Information: Materials used to make this determination, including the Terminal 91 Interim Action West Berth Maintenance Dredge Project Determination of Non-Significance (POS SEPA File No. 2026-02) Environmental Checklist, and supporting documentation, are available upon request and online.

Public and Agency Comment: The Port issued a draft Determination of Non-Significance (DNS) on August 28th, 2026. Prior to acting on the Terminal 91 Interim Action West Berth Maintenance Dredge Project, the Port accepted public and agency comments on the until September 10th, 2026. No comments were received. Also, the Port previously published the Draft DNS on July 28th for a 14-day public comment period, ending August 11th. No comments were received.

The Port has concluded that no significant negative environmental effects will result due to the proposed project and formally adopts this Final DNS. Please refer any questions related to this determination or to the proposed actions to Matthew Szymanowicz, Maritime Environment and Sustainability Department, P.O. Box 1209 Seattle, Washington 98111. Email the Port of Seattle SEPA address at SEPA@portseattle.org. Include your mailing address when submitting comments to the email address.

Appeals: The Port's decision on the proposal described above and the Port's issuance of a Final DNS on this proposal constitute the Port's Final SEPA decision. This SEPA determination may be appealed in accordance with the requirements of Section 21 of the of the Port's SEPA Resolution 3650. The deadline for filing this appeal is within twenty-one (21) days of the date of issuance, October 12, 2026. Any appeal of the SEPA DNS must also satisfy the requirements of RCW 43.21C.075.

SEPA Responsible Official: Sarah Ogier, Director of Maritime Environment and Sustainability

Signature:  _____ Date: 16/09/2026
Sarah Ogier (Sep 16, 2026 17:12:50 PDT)