

## Julia Jordan

I'm strongly against the plan to let Chevron "cap and cover" the contamination near Edmonds Marsh instead of actually cleaning it up. Chevron is the one who caused the mess, so they should be the ones to fix it. I am a preschool teacher and I teach my students about accountability and reciprocity, apparently those things don't matter anymore once you are a multinational corporation. If Chevron can make millions off of destroying lives and ecosystems, they AT LEAST need to have some accountability and pick up the bill for the ecocide caused by their bulk fuel terminal and an asphalt plant.

The site should be restored as an estuary that reconnects the marsh to Puget Sound, which would provide critical salmon habitat, and this future use needs to be part of the cleanup plan, as the law (WAC 173-340-351(6)(a) and 173-340-708(3)) says. Right now, the cost-benefit analysis doesn't look at the long-term benefits of cleaning up the site fully (things like habitat restoration and stopping further contamination from climate change and sea level rise).

The public—especially the City of Edmonds and the Tulalip Tribes—wants a more thorough cleanup, and their concerns need to be taken seriously. Soil samples must be updated before moving forward, since the old data may not reflect the current situation, and Tribal interests in restoring salmon habitat need to be part of the conversation.

To my understanding the land that Chevron used for a bulk fuel terminal and an asphalt plant was ceded to the United States government in the Point Elliot treaty of 1855 under the condition that the several tribes that lost millions of acres of their ancestral land could have "The right of taking fish at all usual and accustomed places" as well as the right to hunt, gather, and trap. Building the plant and terminal violated those treaty rights in the first place, and refusing to fully rehabilitate the area or return the land to the tribes adds insult to injury.

This land gave Chevron profits for around 6 decades, but the ecological and cultural devastation will last for much longer if Chevron is allowed to do the bare minimum in terms of clean-up.