



STATE OF WASHINGTON
DEPARTMENT OF COMMERCE
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APPROVAL / DECISION MEMORANDUM

DATE: October 6, 2021

TO: Rob Healy, Senior Manager, Environmental and Planning Services, Port of Tacoma

FROM: Sheila Lee, Brownfields Program Manager

CC: Susan Morales, U.S. Environmental Protection Agency
Ali Furmall, Washington State Department of Ecology
Thomas Middleton, Washington State Department of Ecology

RE: Approval / Decision Memo for BRLF Grant Funds for Port of Tacoma, Premier Transport Property Site Cleanup Project

The Port of Tacoma is applying for \$200,000 in US Environmental Protection Agency (EPA) and Washington State Department of Commerce's (Commerce) **Brownfield Revolving Loan Fund (BRLF) grant funds to** complete the Analysis of Brownfield Cleanup Alternatives (ABCA) and supporting activities; and, the cleanup of the Premier Transport Property. The site is located within the Port of Tacoma's Strategic Focus Area and is ideally located to support future terminal expansion opportunities and provide support for the Port's core container business. The property is adjacent to other Port owned properties and meets the Port's goal of assembling properties in the area to create greater future economic opportunities and efficiencies provided by large contiguous properties.

SECTION 1. SITE INFORMATION

A. Location

The redevelopment project consists of an approximately 1.5-acre property, comprised of 2 parcels, located 2235 (Parcel A) and 2311 (Parcel B) Ross Way in Tacoma, Washington (the Site).

B. Site History

The Port of Tacoma has owned the site since November 5, 2020 and did not cause or contribute to any contamination on the site. The Site is currently occupied by Premier Transport which uses the property as a trucking terminal and shipping container storage yard. Premier Transport has operated at the Site (Parcel A) since 1986. The Site was previously occupied by various trucking companies since at least 1970. An 8,000-gallon underground storage tank (UST), previously located at Parcel A, was used for fueling trucks. The UST was decommissioned in approximately 1985/1986. Parcel B was occupied by various forge and tool companies, including Apex Forge and Tool, from at least 1958 to 2002, and has served as an additional lot for Premier Transport following the warehouse fire at Parcel B in 2006.

C. Previous Investigations and Cleanup Activities

A Phase I Environmental Site Assessment (ESA) was previously conducted for the Site in 2006. The report reviewed potential impacts to the Site from the operations of the adjoining Sound Battery manufacturing facility (adjacent west). Soil excavation to remove lead impacted soil related to the Sound Battery facility had extended onto the western area of Parcel A. The report also indicated that the 8,000-gallon UST was removed approximately in 1985/1986. The Phase I ESA notes that no indications of piping or other features were identified during a site walk in 2006, and that the area of the UST had been backfilled and repaved. The report concludes that no evidence of hazardous materials impacts existed, and therefore no further action was needed.

A Phase I ESA, conducted in 2020, identified the following recognized environmental conditions (RECs) - Parcel A: 1) documentation to assess the integrity of the UST during the decommissioning and removal process including an assessment of the UST for potential erosion, holes, leakages, and collection of confirmation soil samples are not available. The lack of these documentation and associated laboratory analytical results is considered as a significant data gap and deemed as a REC; 2) soil remedial action via excavation was conducted by Sound Battery Manufacturer on the west side of Parcel A in approximately 2014 to remove metals contaminated soil associated with the operations by Sound Battery Manufacturer, located adjacent west of Parcel A. Documentation regarding confirmation soil samples collected during the soil remedial action and associated laboratory analytical reports are not available. Additionally, the lateral and vertical extents of the impacted area on Parcel A is also unknown. The lack of these documentation and associated laboratory analytical results is considered as a significant data gap and is deemed as a REC.

Parcel B: Apex Forge & Tool Co. had operated at Parcel B from approximately 1988 to at least 2002. The following environmental concerns were identified by the Washington State Department of Ecology (Ecology) during its site audits: fluid leaking from waste drums and oil in miscellaneous barrels, an oil pan, and in a catch basin near the location of the former warehouse, as well as the disposal of waste material into the catch basin. It does not appear that these environmental concerns and issues have been addressed and thus pose RECs in connection with the Site.

A Phase II ESA was completed in 2020 for the Site. The following is a summary of findings:

- Soil samples, at locations of investigation at the Site, indicate no detectable concentrations and/or no exceedances of the Washington Model Toxics Control Act (MTCA) Method A soil cleanup levels (CULs) for all potential contaminants of concern (COCs) analyzed.
- With the exception of total lead, laboratory analytical results of groundwater samples indicate no exceedances of the MTCA Method A groundwater CULs for all COCs analyzed.
- The individual detections of diesel- and motor oil-range TPHs are below the MTCA Method A CUL. The detections of diesel- and motor oil-range TPHs in groundwater at a boring advanced at the former UST represent background biogenic organic. The presence of biogenic, i.e., polars, is supported both by the chromatograms and the laboratory analytical results.
- Elevated total lead concentrations were exhibited in groundwater samples collected at all three borings advanced at the Site. It appears the elevated lead concentrations in the groundwater detected at the Site may be associated with background subsurface conditions and historical operations at an inferred cross gradient to up gradient adjoining facility to the west-northwest (i.e., the former Sound Battery facility).
- The Phase II ESA report concluded installation of monitoring wells at the Site would enable the collection of representative groundwater samples from established monitoring wells.

Laboratory analysis of dissolved and total lead in these groundwater samples will provide a complete evaluation of the presence of lead in groundwater at the Site.

SECTION 2. RELEASE OF HAZARDOUS MATERIALS

A. Confirmed Release

1. Soil Contaminants of Concern

A Phase II ESA was completed in 2020 by Maul Foster & Alongi, Inc. for the Site. Based on the findings from the Phase I ESA, the potential COCs identified for the Site included:

- Petroleum hydrocarbons, including gasoline through heavy oil-range
- Volatile organic compounds (VOCs) associated with petroleum (i.e., benzene, toluene, ethylbenzene, and xylenes)
- Polycyclic aromatic hydrocarbons (PAHs)
- Polychlorinated biphenyls (PCBs)
- Lead

Five borings were advanced at the Site to evaluate potential impacts and collections of soil and reconnaissance groundwater samples. Each boring was advanced to 15 feet below ground surface (bgs) and allowed to remain open to enable collection of reconnaissance groundwater. Soil samples indicate no detectable concentrations and/or no exceedances of the MTCA Method A soil CULs for all COCs analyzed.

2. Groundwater Contaminants of Concern

Groundwater was encountered, during drilling activities, from approximately 6 to 8 feet bgs. Reconnaissance groundwater samples were collected from all five borings. With the exception of total lead, laboratory analytical results of groundwater samples indicate no exceedances of the MTCA Method A groundwater CULs for all COCs analyzed. The individual detections of diesel- and motor oil-range TPHs are below the MTCA Method A CUL. The detections of diesel- and motor oil-range TPHs in groundwater at the boring placed within the footprint of the former UST represent background biogenic organic. The presence of biogenic, i.e., polars, is supported both by the chromatograms and the laboratory analytical results.

Elevated total lead concentrations were exhibited in groundwater samples collected from 3 out of 5 borings. It appears the elevated lead concentrations in groundwater may be associated with background subsurface conditions and historical operations at the adjoining former Sound Batteries manufacturing facility.

B. Chemical of Concern – Confirmed Release

Total lead concentrations were detected at concentrations above MTCA Method A CUL in reconnaissance groundwater samples. The nature and extent of the lead impacted groundwater has not yet been determined.

C. Authorized Substance

The results of the Phase II ESA identified lead impacted groundwater, at concentrations exceeding the MTCA Method A CUL at the Site. Lead can qualify as hazardous waste from non-specific

sources or characteristic hazardous waste (40 CFR 261.31 and 261.20). The limitations to EPA response outlined in CERCLA 104(a)(3) does not apply. The above identified contamination does not involve:

- (1) a naturally occurring substance from a location where it is naturally found;
- (2) a product that is part of the structure, and results in exposure within, a residential building or business or community structure; or
- (3) a public or private drinking water supply that has deteriorated through ordinary use.

D. Threat to Public Health

The Port of Tacoma proposes to remediate the impacted groundwater on Site to prevent direct exposure of the contamination to the public. Potential exposure pathways and receptors include: (1) migration of contaminated groundwater to surface water, which could impact marine benthic and aquatic organisms as well as humans and ecological receptors that may consume the organisms, and (2) exposure of workers to groundwater during subsurface construction, maintenance, and/or utility work; exposure scenarios include incidental ingestion and dermal contact.

E. Sufficient Time

Sufficient time is available to plan and select a BRLF response, implement a community relations plan and gather public input regarding the proposed redevelopment before any on-site cleanup activities may take place.

SECTION 3: BRLF ACTION AUTHORIZATION

A. Site Eligibility

EPA accepts Commerce's determination that the Property is eligible for brownfields funds. Attached is a copy of the approved "*EPA Region 10 Site Eligibility Determination*" for the Property.

B. Borrower Eligibility

Commerce has confirmed that the Port of Tacoma is an independent municipal corporation incorporated in 1918 that operates under Title 53 of the Revised Code of Washington and is classified as a special purpose district; and is an eligible subgrantee as defined under CERCLA 104(k)(1). Commerce has confirmed that the Port of Tacoma is the registered owner of the Property.

As explained in the previous section, the Port of Tacoma did not cause or contribute to the contamination of the Site. The Port conducted all appropriate inquiry by completing a Phase I in accordance with the ASTM standards within 180 days prior to acquiring the property. The Phase I was conducted on September 10, 2020 and the property was acquired on November 5, 2020. The Port of Tacoma has taken reasonable steps/provision to (a) stop any continuing release; (b) prevent any threatened future release; and (c) prevent or limit any human, environmental, or natural resource exposure to any previously released hazardous substance." Additionally, the Port has notified the Washington State Department of Ecology of their ownership of the Site. Therefore, in accordance with CERCLA Section 107 (b) (3), the Port of Tacoma is protected from liability as a potentially responsible party.

Therefore, Commerce has determined that the Port of Tacoma is eligible to receive financial assistance from the BRLF program.

C. Contribution to Brownfields Revitalization

The planned activities are intended to cleanup and redevelop the Port of Tacoma Premier Transport Property Site. The Site is currently a potential health risk and an economic missed opportunity.

The Port of Tacoma proposes to remediate the impacted groundwater on Site to prevent direct exposure of the contamination to the public. The property is located within the Port of Tacoma's Strategic Focus Area. It is ideally located to support future terminal expansion opportunities and provide support for the Port's core container business. The property is adjacent to other Port owned properties and meets the Port's goal of assembling properties in the area to create greater future opportunities and efficiencies provided by large contiguous properties.

The Site and surrounding businesses are a part of a thriving successful industrial business zone associated with the Port of Tacoma. Remediation and redevelopment as part of the Port's expansion will create roughly 100 jobs and a safer working environment.

SECTION 4. PROPOSED PROJECT/OVERSIGHT AND COSTS

A. Statement of Work

Funds awarded under this grant will be used to complete Phase 1 - Analysis of Brownfield Cleanup Alternatives (ABCA) and supporting activities; and, Phase 2 cleanup and remedial action of the Premier Transport Property site.

The location of the project is an approximately 1.5-acre property, comprised of 2 parcels, located 2235 (Parcel A) and 2311 (Parcel B) Ross Way in Tacoma, Washington (the Site).

The Phase 1 ABCA will be completed to determine the best cleanup approach. As part of this analysis, and to meet the requirements of these funds, the following supporting activities will be conducted:

- Endangered Species Act (ESA) and National Historic Preservation Act (NHPA) analysis
- Redevelopment Plan
- Community Involvement Plan
- Supplemental Site Characterization, including
 - Quality Approval Project Plan (QAPP)
 - Health and Safety Plan (HASP)

Supplemental site characterization to inform the ABCA will be conducted with the installation of permanent monitoring wells and related samples. With the satisfactory completion of Phase 1, a Cleanup Action Plan (CAP) will be finalized.

Phase 2 Cleanup may begin after amendment of the contract between Commerce and the port to incorporate cleanup actions identified in the finalized Cleanup Action Plan.

B. Oversight

The Port of Tacoma will use a competitive bidding process to select contractors to:

- Conduct the ABCA and supporting activities on the Property; and,
- Complete remedial action.

All work will be conducted in partnership with WA State Department of Ecology. The principal agents are:

Port of Tacoma: Rob Healy
rhealy@portoftacoma.com
 Phone: (253) 383-9450

Dept. of Ecology: Thomas Middleton
 Southwest Region - Toxics Cleanup Program
tmid461@ecy.wa.gov
 (360) 999-9594

C. Estimated Costs

The financing for the planned activities is as follows:

Estimated Cost	
Phase 1: Analysis of Brownfield Cleanup Alternatives (ABCA)	\$59,000
ESA	\$2,000
NHPA	\$2,000
Redevelopment Plan (from Port staff in-kind)	\$0
Community Involvement Plan (from Port staff in-kind)	\$0
Site Characterization/Monitoring Wells (QAPP/HASP included)	\$30,000
ABCA Report	\$25,000
Phase 2: Remedial Action	\$140,800
Cleanup Action Plan	\$10,000
Site Cleanup Activities	\$111,000
Project Management & Oversight	\$7,000
Remedial Action Contingency (10%)	\$13,000
Total Estimated Costs	\$200,000
Source of Funds	
BRLF Grant	\$200,000
Port of Tacoma	
Land Acquisition Cost	\$2,000,000
In-kind Staff Time Contribution	\$20,000

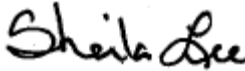
D. Project Schedule

The planned activities identified below will begin in March 2022 and estimated for completion before the end of March 2025.

	Start Date	Target End Date
Phase 1: Analysis of Brownfield Cleanup Alternatives (ABCA)	March 2022	December 2022
Estimated Phase 2: Remedial Action		
• Contracting	January 2023	February 2023
• Remediate Site (Cleanup must be completed 12 months from the date removal activities begin on site)	March 2023	February 2024
• Final Report Contingent on remediation completion	3 to 4 months from remediation completion	
• Opinion Letter from Ecology	6 to 9 months from completion of final report	

SECTION 5: APPROVAL / DECISION

The Port of Tacoma Premier Transport Property Site Project meets the requirements of CERCLA. The costs and schedule for the proposed due diligence and clean-up activities are within the parameters of the BRLF program requirements. Therefore, Commerce approves the selection of the Port of Tacoma Premier Transport Property Site Project as an eligible project for a \$200,000 BRLF grant. Commerce will utilize BRLF Grant funds to provide the grant and will proceed to the next phase of the contracting process.

Signed:  _____
Sheila Lee, Brownfields Program Manager
Washington State Department of Commerce