Responsiveness Summary

Remedial Investigation (RI) Report and Feasibility Study (FS) Report for the Coleman Oil Yakima Bulk Plant Site

FSID No. 4233

CSID No. 13200

November 13 – December 13, 2023 Public Comment Period

Finalization of the RI and FS Reports

Prepared by
Washington State Department of Ecology
Central Regional Office
Toxics Cleanup Program
Union Gap, Washington
December 2023

The Washington State Department of Ecology (Ecology) held a 30-day public comment period from November 13 through December 13, 2023 for the RI and FS Reports required under Agreed Order DE 15639 for the Coleman Oil Bulk Plant Site (Site).

The Responsiveness Summary provides Ecology's response to comments submitted during the public comment period.

Coleman Oil Company, LLC; BNSF Railway Company; Carol Jean Wondrack; Wondrack Distributing, Inc.; and Chevron Environmental Management Company are the potentially liable persons (PLPs). Whereas, these same entities are the parties required to implement the requirements of Agreed Order DE 15639, which includes the completion of a Remedial Investigation (RI), Feasibility Study (FS), and to prepare a Draft Cleanup Action Plan (DCAP).

Ecology thanks all those who provided comments. Based on the comments received, a change to the preferred combined remedy is proposed and this amendment will be incorporated into the Draft Cleanup Action Plan (DCAP)

Response to Comment

Ecology received one comment during the public comment period. This comment was provided by Shane DeGross, Assistant Director, Environmental Remediation, for BNSF Railway Company (BNSF).

Thank you for your review of the two deliverables under Agreed Order DE 15639[1] and for the comment you offered.

Comment No. 1 – Shane DeGross, BNSF:

Shane DeGross, BNSF, submitted a written comment in a letter delivered by an email dated December 12, 2023.

> *Mr. Mefford,*
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> *BNSF Railway is an adversely affected, innocent landowner, as noted in BNSF's letters dated May 18 and August 18, 2017. BNSF is participating in the Agreed Order to ensure that any damage to its property is remediated, and that access is safe, lawful and consistent with BNSF's obligations as a common carrier under federal law.*
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> *We have reviewed the documents made available for public comment and have the following general comment. The Feasibility Study (Table 3) did not consider bioventing and biosparging as remedial technologies. Bioventing/biosparging has been a proven technology at many other sites and should also be considered as a stand-alone remedy or a component of a multi-part remedy.*
>
> *Sincerely,*

Ecology Response to Comment No. 1:

Thank you for your comment. Regarding BNSF being an innocent landowner, on May 26, 2017,[2] Ecology issued its final determination that BNSF is a potentially liable person (PLP). As stated in that letter, Ecology finds that credible evidence exists which supports the status of BNSF Railway Company as a PLP for a release of hazardous substances at the Site. Based on this finding, Ecology has determined that BNSF Railway Company is a PLP regarding the Site. We note too that BNSF is a party to Agreed Order No. DE 15639 and that BNSF signed this agreement in its capacity as a PLP.

As a general requirement under MTCA, the feasibility study will evaluate a reasonable number and type of alternatives, considering the characteristics and complexity of the facility, including current site conditions and physical constraints. Thereafter, each alternative will be evaluated based on the requirements and the criteria specified in Chapter 173-340-360 WAC.[3] Although we did not evaluate bioventing/biosparging as a cleanup remedy, Section 3.1 of the Feasibility Study announces four cleanup alternatives which the department concludes is a reasonable number of alternatives.

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[1] https://apps.ecology.wa.gov/cleanupsearch/document/71185
[2] https://apps.ecology.wa.gov/cleanupsearch/document/64330
[3] https://app.leg.wa.gov/wac/default.aspx?cite=173-340-360

We note, however, that if considered as a standalone remedy, bioventing/biosparging will likely require a longer restoration time frame (RTF) than some of the more active remedies proposed. However, we do see the value in adding bioventing as a cleanup action component forming part of a combined remedy to deal with shallow soil impacts in the areas around S39, S26/S27/S28, and MW-1/VB1/BH13/RW-1 where diesel contamination exists as shallow as 1 to 3 feet deep or gasoline and diesel extends as deep as 18 feet, below the surface covering at the facility. This shallow contamination exists in the vadose zone that the surfactant enhanced bioremediation is unlikely to fully address. We therefore propose adding the bioventing component to the preferred combined remedy based on the requirements under WAC 173-340-360, especially as it regards permanence, protectiveness, as well as adhering to a reasonable RTF. The draft cleanup action plan (DCAP) will address the incorporation of the bioventing component to the combined remedy.