Burlington Northern and Santa Fe Railway Former Maintenance and Fueling Facility — Skykomish Site

WASHINGTON STATE DEPARTMENT OF ECOLOGY

Remedial Investigation Completed, Cleanup Options & Draft Environmental Impact Statement Proposed

The draft Remedial Investigation and Feasibility Study/Environmental Impact Statement have been prepared and submitted by the Burlington Northern and Santa Fe Railway Company (BNSF) to the Washington State Department of Ecology (Ecology) which is the lead agency for the proposed cleanup work. These documents are now available for public review and comment. You are invited to comment on these documents through November 1, 2003.

Documents for review

Remedial Investigation work has been ongoing since 1993. An initial investigation was completed in 1996 and a supplemental investigation was completed in 2002. The results of these reports indicate that the contamination from historic railroad operations extends from the railyard to former Maloney Creek Channel to the south, under the town to the northeast and northwest, and into the Skykomish River to the north. Please see the figure on page 3 for more detail.

With this information, BNSF developed a draft Feasibility Study/Environmental Impact Statement evaluating cleanup alternatives for this site and potential impacts of the cleanup on citizens and the environment. These alternatives contain many of the technologies presented to the public in 2002 and 2003 and may be used individually or in combination at different areas of the site.

The technologies proposed by BNSF include:

1. Excavation (digging up contaminated soil under and/or around buildings, streets, and the railroad tracks).
2. Trenching (installation of trenches with a pumping system to collect oil).
3. Flushing (water or chemicals are pumped into the ground through injection wells to flush contaminants from the soil or groundwater and move them to extraction wells for removal).
4. Oxidation (oxygen or ozone gas are pumped into the ground to enhance natural biodegradation of contaminants into water and harmless chemicals).
5. Skimming wells (passive oil pumping like the wells along West River Road).
6. Monitored natural attenuation (natural biodegradation of the oil is measured over time).

These technologies are organized above from the most to least aggressive cleanup actions.

Public Comment on the Draft Reports

Ecology is holding a 60-day public comment period from September 3 through November 1, 2003, during which you may comment on the draft Remedial Investigation and Feasibility

September 2003

Public Comment Period:
September 3–November 1, 2003

Public Meeting:

September 12, 2003
6:30-8:30PM

Skykomish Masonic Hall
108 West Old Cascade Highway
Skykomish

Technical Questions and Written Comments:

Louise Bardy, Site Manager
WA Department of Ecology
Toxics Cleanup Program
3190 160th Avenue SE
Bellevue, WA 98008
E-mail: lbar461@ecy.wa.gov
(425) 649-7209

Documents can be reviewed at the following locations:

Skykomish Library
100 5th Avenue N., Skykomish
(360) 677-2660
Weekdays only

WA Department of Ecology
Northwest Regional Office
3190 160th Avenue SE
Bellevue, WA 98008
(425) 649-7190
(Call for an appointment)

Ecology's web site:
http://www.ecy.wa.gov/programs/tcp/sites/bnsf_sky/bnsf_sky.html

Publication No. 03-09-056
If you have special accommodation needs or require this document in alternative format, please contact Rebekah Padgett at (425) 649-7257 (Voice) or 711 or 1-800-833-6388 (TTY).

Study/Environmental Impact Statement. These documents are available at the information repositories listed in the box on page 1. To request a hard copy of these documents, contact Sally Perkins at (425) 649-7190 (the document is available for a copying fee).

Ecology will hold a public meeting on these documents on September 12, 2003, at the Skykomish Masonic Hall, starting at 6:30PM. At this meeting, Ecology will present new information from the documents and respond to your questions.

Once the public comment period ends, Ecology will review all comments received and will make recommendations for any suggested changes to the documents. If no significant changes are made, the Remedial Investigation and Feasibility Study/Environmental Impact Statement will be considered final and a Cleanup Action Plan will be developed. You will have an opportunity to review this plan and the associated Consent Decree in Summer/Fall 2004.

Ecology would like your input!

You have an opportunity to review and comment on the draft reports described above. Please make your comments before November 1, 2003, to Ecology's Site Manager, Louise Bardy, at the address in the box on the first page of this fact sheet. Comments may be sent by mail or e-mail.

Site Background

The Burlington Northern Railroad Maintenance and Fueling Facility in Skykomish was originally owned and operated by the Great Northern Railroad (GNR). GNR owned the property from the late 1890s until 1970 when GNR merged with four other railroads and became Burlington Northern Railroad (BNRR).

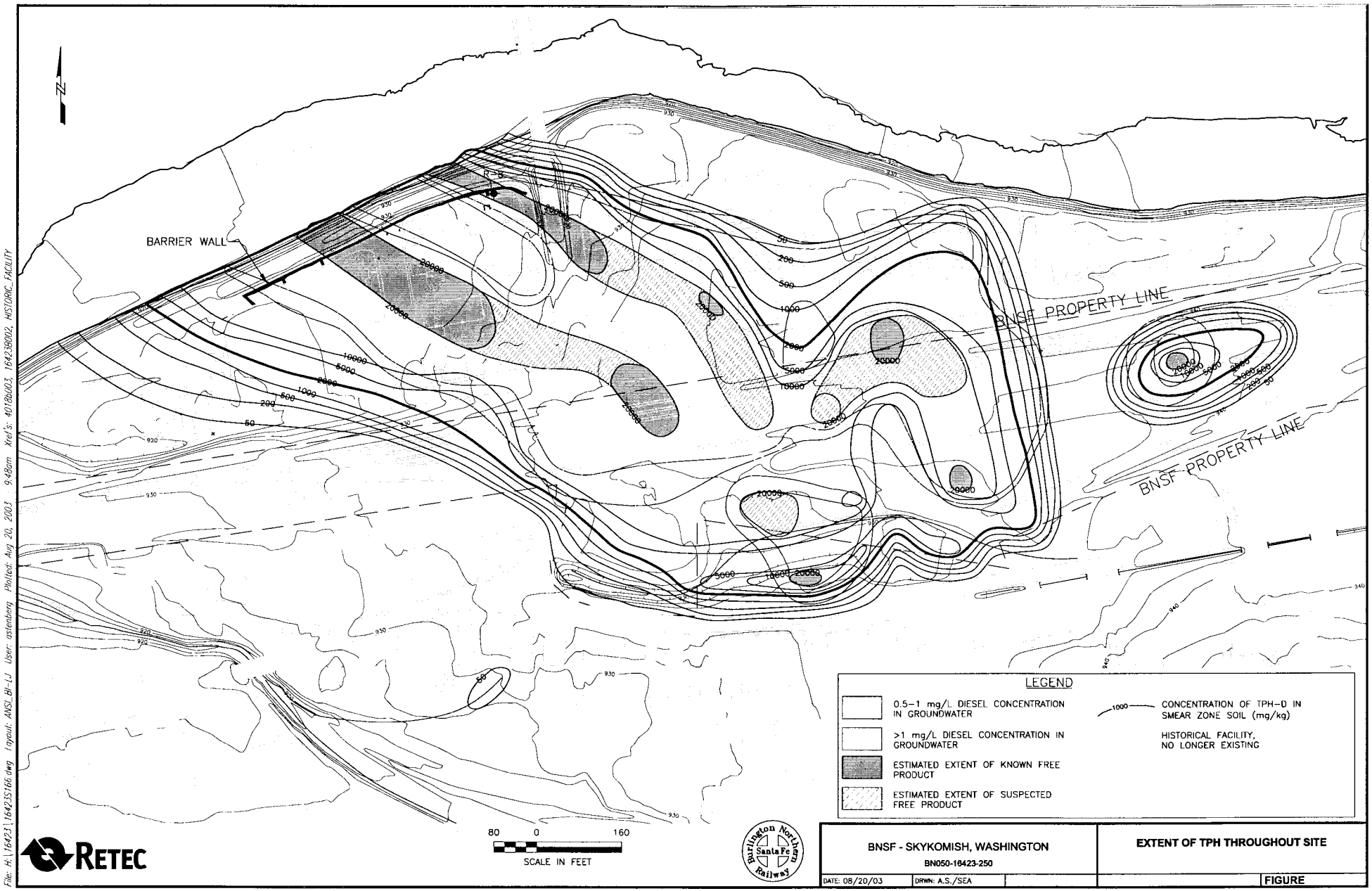
Over the more than 80 years the facility was in operation, its primary function was to refuel and maintain locomotives, provide electricity for electric engines operating between Wenatchee and Skykomish, and to store snow removal equipment.

Fuel for the trains, including diesel and bunker oil, was stored in underground storage tanks at the site until 1974, when BNRR discontinued most fuel handling activities at its Skykomish facility. Currently, the BNSF facility is used as a base of operations for track maintenance and snow removal crews.

Based on current available data, the site contamination consists of the following:

- **Soils** – Surface soils on the railyard contain petroleum (diesel and Bunker C), lead, arsenic, and very limited polychlorinated biphenyls (PCBs). In some areas of the site, including areas off the railyard, subsurface soils contain petroleum and its components (e.g., polynuclear aromatic hydrocarbons [PAHs]) to approximately 15 feet below ground surface.
- **Groundwater** – Both floating and dissolved petroleum are present in groundwater beneath the site and at the Skykomish River.
- **Surface Water** – Petroleum from upland areas is seeping into the river through groundwater.
- **Sediments** – Petroleum and PAHs are present in sediments along the riverbank at seep locations and in the former Maloney Creek Channel.

In 2001, a barrier wall was installed to address petroleum seeping into the Skykomish River. This underground wall runs west from the Skykomish Bridge along West River Road. Petroleum recovery was improved through additional work in Fall 2002. Monitoring of the barrier wall will continue as long as necessary. Booms are maintained in seep areas along the Skykomish River to help control petroleum seeps along the river banks.



File: H:\16423\164235166.dwg Layout: ANSI_B1-LJ User: astenberg Plotted: Aug 20, 2003 9:48am Xref's: 4018b003, 16423B002, HISTORIC_FACILITY

WASHINGTON STATE
DEPARTMENT OF
ECOLOGY

3190 160th Avenue SE
Bellevue, WA 98008-5452

BNSF-Skykomish Site:

Ecology Seeks Public Comment
on Cleanup Options

Public Comment Period
September 3 - November 1, 2003