1. PROJECT AREA DESCRIPTION AND PLANS FOR REVITALIZATION

Target Area and Brownfields

a) **Overview of Challenges and Description of Target Area.** Parcel 92 (459 and 465 East 15th Street, Tacoma) lies within the Port of Tacoma's (Port) Maritime Center master planning area, immediately south of the Wheeler Osgood Waterway and proximate to the Foss Waterway. Historic tideflat filling (1890s–1910) to create developable land, followed by nearly a century of industrial uses (steel foundry operations, wood products, petroleum transfer and rail fueling) have left soil and groundwater impacts that complicate reuse. The Port's FY22 EPA Brownfields Assessment work identified Parcel 92 as a priority cleanup site within the Tideflats industrial area in collaboration with a multi-party Brownfields Advisory Committee (BAC).

b) **Description of the Proposed Brownfield Site(s).** The 4.4-acre site comprises two addresses and includes one standing building (the former J.D. English Steel building, now occupied by Urban Specialties) and former building footprints (Johnson Building). Environmental assessment in 2023 delineated four contamination areas: (1) beneath/adjacent to the J.D. English Steel building—gasoline, diesel/oil-range TPH, benzene, naphthalenes, carcinogenic PAHs, and groundwater TPH; (2) shallow cPAH impacts in steel building yard areas; (3) petroleum and cPAH impacts near the historical rail fueling column south of the Johnson Building, including groundwater TPH; and (4) shallow lead-impacted soils adjacent to the Johnson Building. Earlier investigations (1998–2003 and Chevron pipeline work) corroborate petroleum concerns and the presence of former oil piping across portions of the site.

Revitalization of the Target Area

c) **Reuse Strategy and Alignment with Plans**. The Port proposes remediation to unrestricted use standards to remove the need for long-term engineering controls and enable flexible maritime-related commercial/light industrial or mixed-use redevelopment. This aligns with City of Tacoma shoreline policies to restore marine buffer areas and construct a public shoreline esplanade and complement major public investments already underway within the Maritime Center (new Port Headquarters and the 253|Maritime Skills Center). Climate resilience has been evaluated for tidal and tsunami hazards; site grades will be raised to achieve at least 19 ft MLLW where needed, while stormwater improvements will integrate low-impact development given sandy native soils.

d) **Outcomes and Benefits of Reuse Strategy**. Cleanup and redevelopment will: (a) reduce direct exposure to hazardous substances and improve stormwater quality; (b) catalyze economic activity in a highly visible gateway parcel, complementing concurrent Maritime Center construction; (c) support workforce development by creating safe conditions for mentorship and training engagements with Maritime|253 Skills Center students; and (d) enhance public access to Tacoma's working waterfront through shoreline amenities. The Port anticipates rapid reuse once cleanup is complete, with potential tenants in marine electrification, marine design and

electronics, logistics, and training. Energy-efficient building standards will be pursued consistent with Port sustainable building policies, and shoreline habitat enhancements will be integrated with City requirements.

Strategy for Leveraging Resources

e) –h) **Assessment, Remediation, Reuse, and Use of Existing Infrastructure.** The Port will fund design of Parcel 92 cleanup while construction of the adjacent maritime center is underway. More than $100 million has already been committed to the maritime center. Conducting the Parcel 92 cleanup now will help the Port minimize cumulative construction impacts on neighboring properties and capitalize on natural efficiencies by completing both projects at the same time. As a public agency, the Port is eligible for multiple sources of funding to support additional assessment, remediation, or redevelopment activities. The Washington State Department of Ecology (Ecology) is one of the best-funded state agencies in the country for brownfield cleanup and reuse. The Port has a strong history of securing Ecology support, having received 24 Remedial Action Grants totaling more than $38 million for Tideflats cleanup projects. Additional funding opportunities from Ecology include Remedial Action Grants and Loans, Area-Wide Groundwater Investigation Grants, and Oil Spill Restoration Funds. The Port can also leverage its EPA Assessment Grant to attract Ecology dollars and support green and clean redevelopment in the Tideflats, including projects related to clean diesel, stormwater management, watershed restoration, and wetland conservation. Additional resources include the Washington State Department of Commerce Brownfield Revolving Loan Fund for cleanup and redevelopment, and Community Economic Revitalization Board (CERB) grants and loans for port facilities, public buildings such as the new maritime center, stormwater systems integrated into brownfield redevelopment, and economic analyses that support redevelopment planning. The Port may also pursue grants through the Washington Wildlife and Recreation Program, which funds habitat protection and working lands preservation, as well as federal habitat restoration funds from agencies such as NOAA and the U.S. Fish and Wildlife Service. Grants and loans for green building and energy-efficiency improvements on brownfield sites are available through the U.S. Department of Energy and the Washington Department of Commerce. In addition to these sources and the EPA Assessment Grant, the Port will use incentives to draw private investment into brownfield sites within the Target Area. Because the Target Area is located within a Community Empowerment Zone, businesses may receive tax credits for hiring new employees, including larger credits for higher-wage positions. The Port will ensure that prospective brownfield developers understand the full range of tax incentives offered by the Washington Department of Revenue, including deferrals, reduced business and occupation tax rates, exemptions, and credits. If further site characterization is needed, the Port will use its EPA Assessment Grant and coordinate closely with Ecology. Four remediation alternatives were evaluated as part of the Parcel 92 Analysis of Brownfield Altneractive (ABCA). The Port prefers to implement Alternative #4: Expanded Excavation with in-situ groundwater treatment, the second

choice being Alternative #3: Limited Excavation with in-situ groundwater treatment, with estimated direct costs of approximately $7.4 million and $5.1 million, respectively. Alternative #2 (capping) costs approximately $3.1 million but would require long-term institutional controls and impose future limitations. Alternative #1, or the No-action approach is not protective. Port capital funds will also support project implementation. Alternative #4 removes contaminated soil more extensively across the site and uses in-situ groundwater treatment, resulting in the most effective and fastest overall cleanup for supporting future redevelopment. The Target Area already has robust infrastructure—including roads, rail, water, sewer, stormwater systems, and power. Because these systems are in place, the Port can concentrate on efficient infill development rather than costly greenfield expansion.

2. COMMUNITY NEED AND COMMUNITY ENGAGEMENT

Community Need

a) **Funding Constraints and Economic Conditions.** Tacoma's Tideflats area and adjacent census tracts exhibit elevated poverty and unemployment; large inventories of vacant, potentially contaminated land suppress local tax revenues and impose maintenance/security costs on public entities. Cleaning Parcel 92 will help convert brownfield liabilities into productive uses that deliver living-wage jobs, stimulate private investment, and expand the tax base, directly addressing local inability to fund remediation solely with local dollars.

b) **Health or Welfare of Sensitive Populations.** Sensitive populations include students (200–300 annually) at the Maritime|235 Skills Center and nearby residents who face higher burdens of chronic disease and limited health insurance access. By removing contaminated soils and treating groundwater, the project reduces exposure pathways (soil contact, dust, vapor, and stormwater mobilization) and supports healthier conditions for youth engagement on or near the site during training or mentorship activities.

c) **Greater Than Normal Incidence of Disease and Adverse Health Conditions.** County-level indicators reflect above-average burdens for cancer and asthma; brownfield contaminants of concern (solvents, petroleum constituents, cPAHs, metals) are linked to adverse outcomes. Cleanup eliminates or isolates sources and reduces potential transport via stormwater to Commencement Bay, thereby contributing to improved environmental quality.

d) **Economically Impoverished/Disproportionately Impacted Populations.** EJSCREEN indices show elevated particulate/diesel exposures, cancer risk, respiratory hazards, and proximity to hazardous sites across Tideflats communities. Brownfield cleanup supports the direction of federal investment to reduce cumulative burdens, create pathways to employment, and incorporate clean/green redevelopment practices that lower local emissions and improve air and water quality.

Community Engagement

e) – f) **Project Involvement, Roles, and Incorporating Input**. The BAC includes the City of Tacoma, Puyallup Tribe, Tacoma-Pierce County Health Department, neighborhood councils, Communities for a Healthy Bay, University of Washington School of Urban Studies, Washington Department of Ecology, and Clover Park Technical College. The Port uses open houses, virtual portals, and milestone-aligned BAC meetings to share progress, receive feedback, and adapt plans. Roles include advising on remedial approaches to minimize off-site impacts, aligning reuse with community priorities and land-use planning, coordinating EJ outreach, and providing education and training linkages (e.g., City Job Training Grant synergies).

3. TASK DESCRIPTIONS, COST ESTIMATES, AND MEASURING PROGRESS

a) **Proposed Cleanup Plan.** The Port proposes Alternative #4 as evaluated in the draft ABCA. The alternative proposes the removal of shallow contaminated soils in Areas 1–4, with deeper source removal in Areas 1 and 3, followed by placement of clean backfill to isolate residuals and in situ treatment reagents (e.g., PetroFix) to accelerate groundwater attenuation. Building demolition and foundation removal will occur separately prior to cleanup; shoreline stabilization and long-term stormwater improvements needed for redevelopment will be handled outside the cleanup contract.

Description of Tasks/Activities and Outputs.

The EPA-funded activities planned to address Parcel 92 are described below.

Task 1 – Project Management
b) The Port will be responsible for the overall execution and management of the project. The Port will procure a Qualified Environmental Professional (QEP) and work with them to monitor project scope, schedule, and budget; procurement will adhere to the standards of 2 CFR 200. Activities involve maintaining the Assessment, Cleanup, & Redevelopment Exchange System (ACRES) management system and coordination with EPA and Ecology. The Port is responsible for compliance with grant terms and conditions including reporting and drawdowns. c) **Schedule:** The Port will procure a QEP as soon as funds are awarded by the EPA (Summer 2026). Monthly drawdowns, quarterly progress reports (QPRs), annual Disadvantaged Business Enterprise (DBE) and federal financial reports (FFRs), a final report, and all other reports required by the Cooperative Agreement with EPA will be completed in accordance with Cooperative Agreement schedule requirements. d) **Lead:** Port e) **Outputs:** 16 QPRs; Regular EPA Assessment, Cleanup, & Redevelopment Exchange System (ACRES) database updates; 4 DBE reports; 4 FFRs; 1 Final Project Closeout Report.
Task 2 – Community Engagement
b) The Port will collaborate closely with community members, the City, local businesses, and local organizations throughout the project. Input will be solicited from the established BAC, and project milestones will be shared during BAC meetings to encourage brownfield reuse

and participation in the project. Additionally, the Port will share project milestones, solicit, consider, and respond to community input via the project's website. The website will be advertised through Port Community Outreach resources such as the Port's monthly newsletter, *Pier Side*, the Port's award-winning news show, the *Working Waterfront*, and official social networking platforms.

c) **Schedule:** Community Engagement milestones from project start: 1) Public kickoff meeting in first 3 months which will go over the published website; 2) hold at least three additional grant-related community events, one per grant project year; 3) three BAC meetings/communications per year throughout the grant term
d) **Lead:** Port with QEP support
e) **Outputs:** 4 Community Meetings, 1 Project website, 12 BAC meetings/communications

Task 3 – Cleanup Planning

b) Activities will include finalizing the ABCA document by gaining review and approval from the EPA and Ecology Project Managers, placing the ABCA on a 30-day public review and comment period, preparing the QAPP for additional sampling, negotiating and receiving the necessary regulatory approvals, and preparing bid documents for the solicitation of cleanup contractors.
c) **Schedule:** October 2027 – January 2028
d) **Lead:** QEP with Port support
e) **Outputs:** 1 ABCA, 1 QAPP, 1 HASP, 1 Set of Bid Documents.

Task 4 – Site Cleanup

b) A large majority of the grant funds will be used for site cleanup activities. The Port will competitively procure a remediation contractor, which the Project Manager will oversee with the assistance of the QEP. The QEP will work with Ecology to ensure cleanup meets Washington State standards.
c) **Schedule:** February 2028 – December 2028
d) **Lead:** Contractor with QEP and Port support
e) **Outputs:** Applicable permits and notifications, 1 completion report

f) **Cost Estimates.** Cost estimates were developed using data from previous environmental investigations to inform scope, and unit costs from similar and recent projects in the Tideflats were used to inform unit costs. The Port's preferred cleanup alternative as evaluated in the draft ABCA is Alternative #4: Expanded Soil Excavation and In Situ Groundwater Treatment. Alternative #4's is estimated at approximately $7.4M. The $4M in EPA-requested funds will cover cleanup construction and travel to brownfields-related training conferences. Port resources will cover project management, community engagement, cleanup planning, contingencies, and post-construction monitoring (~$3.4M). Final unit-cost details will be developed in the engineer's estimate and bid schedule (e.g., excavation CY, haul/ disposal tonnage, reagent gallons, backfill CY, performance sampling events).

Brownfields Cleanup Project Budget Table					
Budget Category	**Task 1 Project Management**	**Task 2 Community Engagement**	**Task 3 Cleanup Planning**	**Task 4 Site Cleanup**	**Budget Category Total**
Personnel	0	$0	$0	$0	$0
Fringe Benefits	$0	$0	$0	$0	$0
Travel	$4,522	$0	$0	$0	$4,522
Equipment	$0	$0	$0	$0	$0
Supplies	$0	$0	$0	$0	$0
Contractual	$0	$0	$0	$0	$0
Construction	$0	$0	$0	$3,984,588	$3,984,588
Other	$990	$0	$0	$9,900	$10,890
Total Direct Costs	$5,512	$0	$0	$3,994,488	$4,000,000
Indirect Costs	$0	$0	$0	$0	$0
Task Totals	**$5,512**	**$0**	**$0**	**$3,994,488**	**$4,000,000**

Cost unit details for tasks that will be covered by requested EPA funds are described below. The total request is $4M.

Task 1 – Project Management $5,512 Total

- Travel to brownfields-related training conferences is an acceptable use of these grant funds. Conference registration fees are included under the "Other" budget category.
    - **$4,522 Travel:** Port Project Manager and one other Port staff member to attend one State or regional conference, and one national brownfields conference. Travel/Training costs were calculated as follows:
        - Regional Conference Estimate (based on Portland, OR Conference 04/2019 costs)
            - Hotel $100/night x 2 nights x 1 event/year x 2 persons x 1 year = $400
            - Per diem $50/day, x 2 days/event x 2 persons = $200
            - Mileage .545/mile x ~275 miles = $150

          Regional Subtotal = $750
        - National Conference Estimate (based on Brownfields Oklahoma City 2022)
            - Airfare $800/event x 1 event/year x 2 persons x 1 year = $1,600

- Airport parking $15/day x 4 days/event x 1 vehicle x 1 year = $60
- Hotel $200/night x 4 nights x 1 event/year x 2 persons x 1 year = $1,600
- Per diem $64/day x 4 days x 2 persons x 1 year = $512

National Subtotal = $3,772

- **$990 Other - Registration Fees: State/Regional and National Brownfields Conferences:** Port Project Manager and one other Port staff member.
  - State/Regional Brownfield Conference registration, $195/event x 1 event/year x 2 persons x 1 year = $390;
  - National Brownfields Conference Registration, $300/event x 1 event/year x 2 persons x 1 year = $600.

Task 3 – Site Cleanup $3,994,488 Total

- **$3,984,588 Construction:** The construction estimate is based on draft ABCA *Alternative #4: Expanded Soil Excavation and In Situ Groundwater Treatment* and is subject to change based on the final engineering design and contractor rates. Tasks include:
  - Contractor Mobilization $90,000
  - Permits and Notifications $5000
  - Contractor Submittals $5000
  - Temporary Controls, Facilities, Project Support, Site Preparation $77,000
  - Construction Layout and Surveying $36,000
  - Utility Termination / Utility Protection $5000
  - Stormwater Management and Controls $100,000
  - Soil Excavation $289,440
  - Excavation Confirmation Sampling $24,000
  - Transportation and Disposal - Non-Hazardous Soil and Debris $2,508,480
  - Backfill Material Procurement, Delivery, and Compaction $759,780
  - Demobilization $70,000
- **$9,900 Other - State Oversight:** Assistance from state. 60 hours at $165/hour.

g) **Plan to Measure and Evaluate Environmental Progress and Results.** The Port will track outputs in QPRs, ACRES, and the Final Closeout Report. QPRs will list goals accomplished and activities planned for the next quarter. Each quarter, the Port will review outputs against goals and make any adjustments needed to align project accomplishments with the Brownfield Grant Work Plan and stakeholder priorities. The Port will update ACRES beyond the project end date to ensure outcomes are captured. Finance and performance will be managed in Dynamics 365, and cooperative agreement terms (including BABA, Davis-Bacon if applicable, and QA) will be met.

4. PROGRAMMATIC CAPABILITY AND PAST PERFORMANCE

a) **Organizational Structure.** The Port has sufficient capacity for all technical and administrative tasks associated with successfully managing an EPA Brownfield Cleanup Grant. Port staff have expertise in areas relevant to this project including environmental, engineering, planning, outreach, legal, finance, and grant management. Port Environmental Remediation staff have experience moving brownfields from initial assessment and planning phases through the redevelopment process, and the capacity to manage multiple projects simultaneously, adhering to work plan budgets and timelines. These professionals routinely manage Port projects with complex multi-year scopes of work and budgets in excess of $2 million, and since 2023 have been supported by a full-time post-award Grants Administrator. The Port has a human resources department with experience and expertise to recruit replacements for any staff that depart during the grant term. The grant project will be managed by Director of Remediation and Water Quality, Rob Healy. Mr. Healy will lead all grant activities with support from Environmental Project Manager, Melisa Kegans. Mr. Healy will oversee the procurement of a Qualified Environmental Professional (QEP) to supplement the Port's expertise and capacity. He will manage all work completed by the QEP. He will work closely with Stan Ryter, the Senior Engineering Project Manager, to procure and direct the remediation contractor. Additionally, Mr. Healy will collaborate with Ms. Kegans to ensure the BAC are informed of project progress and opportunities are available for the BAC and the community to provide input and ensure completion in four years.

b) **Key Staff. Robert Healy, Director of Remediation and Water Quality**: Mr. Healy will be the Port's Project Manager. Mr. Healy has over 25 years of experience and manages the Port's environmental remediation portfolio for all Port owned property. He manages Port environmental cleanup sites and advises Port Real Estate regarding environmental liabilities prior to property acquisition. Mr. Healy will work closely with the Port's Communications Dept. and the Assistant Project Manager in conducting community outreach for the project. **Melisa Kegans, Environmental Project Manager**: Ms. Kegans will serve as the Assistant Project Manager. Since joining the Port in 2024, she has managed all technical and financial aspects of several Port environmental assessment and cleanup projects, from preliminary due diligence to cleanup implementation. She has ample experience in grant management including Ecology Remedial Action Grants, Department of Commerce Revolving Loans, and EPA Community-Wide Assessment Grant projects. **Stan Ryter, Senior Engineering Project Manager:** Mr. Ryter will be the Port's Engineering Project Manager. He will direct the remediation contractor in cleanup design and implementation. Mr. Ryter is the lead Engineering Project Manager for the Port Maritime Center; his familiarity with the adjacent properties and on-going redevelopment in the area will be an asset to the project. **Laura Guenthard, Port Senior Accountant:** Ms. Guenthard will serve as the financial manager for the grant**,** managing grant accounting, reporting and audit support. Ms. Guenthard has over 25 years of experience in accounting and finance and has been with the Port for over 15 years. **Sammi Offield, Grants Administrator:** Ms. Offield will lead grant administration. She will work with Ms. Kegans and Ms. Guenthard to develop and submit accurate

and on-time grant reimbursements for the project. She has served as the Port's full-time post-award Grants Administrator since 2023.

c) **Acquiring Additional Resources.** The Port will competitively procure a QEP with experience in EPA Cleanup Grant projects in compliance with 2 Code of Federal Regulations (CFR) Part 200 and 2 CFR Part 1500. The Port has robust policies and practices governing fair and competitive procurement of services and routinely conducts competitive procurements for contractors including engineering and consulting services and can readily procure any additional expertise and resources needed for the project.

d) **Past Performance and Accomplishments**

1) **Accomplishments.** Under the **FY22 Assessment Grant**, the Port established the BAC, prepared and implemented a Public Involvement Plan, developed a Tideflats Brownfield Site Inventory and public GIS tool, secured site eligibility determinations and completed ABCAs for Parcel 132 and Parcel 92. The Port applied for and was awarded the **FY25 Cleanup Grant** for $2M to cleanup up Parcel 132; the agreement is currently under negotiation. Under the Assessment Grant, ACRES entries have been maintained; quarterly and annual reporting have been on-time, and remaining Assessment funds are committed to eligible activities through the period of performance. The Port's ability to take ABCA's developed under the Assessment grant and use them to successfully apply for Cleanup Grants is a testament to the success of BAC engagement, the Site Inventory tool, grant management, and the Port's ability to leverage funds. All activities were captured and maintained in ACRES. The Port has also earned regional recognition for successful cleanup and redevelopment (e.g., Phoenix Award for Parcel 14).

2) **Compliance with Grant Requirements**. The Port has remained compliant with the workplan, schedule, and all terms and conditions for the FY2022 Assessment Grant (BF-02J21201-0), covering October 1, 2022 – September 30, 2026. Quarterly performance reports and ACRES updates have been submitted on time and include complete and accurate project information. Work is progressing as planned, with no significant delays. All required deliverables, including procurement documentation and technical updates, have been submitted promptly. Approximately $200,000 remain in funds. Remaining funds will support a large-scale Phase II investigation in partnership with the Puyallup Tribe of Indians. Work includes fieldwork, laboratory analysis, and data evaluation, and will be fully expended before the end of the Period of Performance in accordance with 2 CFR § 200.1. The Port's FY2025 Cleanup Grant is under negotiation and is anticipated to kick off early 2026.