

Narrative Information Sheet: Port Maritime Center – Parcel 92 Port of Tacoma FY2026 EPA Brownfield Cleanup Grant Application

1. Applicant Identification: Port of Tacoma

Street address:
One Sitcum Plaza
Tacoma, WA 98421

Mailing address:
P.O. Box 1837
Tacoma, WA 98401

2. Website URL: <https://www.portoftacoma.com/>

3. Funding Requested

3a. Grant Type: Single Site Cleanup

3b. Federal Funds Requested: \$4,000,000

4. Location

4a. City: Tacoma

4b. County: Pierce

4c. State: Washington; partially within the Puyallup Tribe of Indians Reservation



Port Maritime Center Master Planning Area

5. Property Information

Site name: Port Parcel 92

Address: 459 and 465 East 15th Street, Tacoma, WA

6. Contacts

6a. Project Director:

Rob Healy, Director of Remediation and Water Quality

253-428-8643 | rhealy@portoftacoma.com

PO Box 1837, Tacoma, WA 98401

6b. Chief Executive:

Eric D. Johnson, Executive Director

253-428-8633 | ejohnson@portoftacoma.com

7. Population: The project site is within the City of Tacoma, population 219,346 (US 2020 Decennial Census.) The Port of Tacoma serves Pierce County, population 921,130 (US 2020 Decennial Census.)

8. Other Factors Checklist:

Port Maritime Center – Parcel 92 Other Factors	Page #
Community population is 15,000 or less	N/A
The applicant is, or will assist, a federally recognized Indian Tribe or United States Territory.	Pages 1, 2, 5, and 10
The proposed brownfield site(s) is impacted by mine-scarred land.	N/A
Secured firm leveraging commitment ties directly to the project and will facilitate completion of the remediation/reuse; secured resource is identified in the Narrative and substantiated in the attached documentation.	Page 3
The proposed site(s) is adjacent to a body of water (i.e., the border of the proposed site(s) is contiguous or partially contiguous to the body of water, or would be contiguous or partially contiguous with a body of water but for a street, road, or other public thoroughfare separating them).	Page 1
The proposed site(s) is in a federally designated flood plain.	N/A
The reuse of the proposed cleanup site(s) will facilitate renewable energy from wind, solar, or geothermal energy.	N/A
The reuse of the proposed cleanup site(s) will incorporate energy efficiency measures.	N/A
The proposed project will improve local climate adaptation/mitigation capacity and resilience to protect residents and community investments.	Page 3
The target area(s) is impacted by a coal-fired power plant that has recently closed (2014 or later) or is closing.	N/A

9. Releasing Copies of Applications: Not Applicable

1. PROJECT AREA DESCRIPTION AND PLANS FOR REVITALIZATION

Target Area and Brownfields

- a) **Overview of Challenges and Description of Target Area.** The Port of Tacoma (Port, applicant) is a public port district established in 1918 serving Pierce County, Washington. As part of an EPA-approved Work Plan developed under a Community-Wide Brownfields Assessment Cooperative agreement executed between the Port and the U.S. Environmental Protection Agency (EPA; BF-02J21201), three Priority Areas were identified for special consideration, one of them being the Wheeler Osgood area, referred to in this application as the Port Maritime Center Area; the Target Area. The area encompasses the new location of the Port headquarters and a Maritime | 253 Skills Center for Tacoma public high school students. Parcel 92, the brownfield site that is the subject of this application, lies within the Port Maritime Center Area. Historic Tideflats 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) left soil and groundwater impacts that complicate Parcel 92’s reuse. The Port’s FY22 EPA Brownfields Assessment work identified Parcel 92 as a priority cleanup site within the Port Maritime Center Area in collaboration with a multi-party Brownfields Advisory Committee (BAC).
- b) **Description of the Proposed Brownfield Site(s).** Parcel 92 (459 and 465 East 15th Street, Tacoma) lies within the Port Maritime Center Area, immediately south of the Wheeler Osgood Waterway and proximate to the Foss Waterway. The 4.4-acre site includes one standing building (the former J.D. English Steel foundry building, now occupied by Urban Accessories, a business that produces cast iron products from recycled iron and steel) and the footprint of the former Johnson Building. Since the Port’s acquisition of the property in 2006, it has been referred as Parcel 92. The Port purchased Parcel 92 to advance investments in the Maritime Center Area and support the continued redevelopment of the Thea Foss Waterway. Parcel 92 and the surrounding lands were originally part of an extensive area of Tideflats located at the mouth of the Puyallup River. 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 of Tacoma was awarded an Assessment Grant by the EPA to complete an area inventory of potential priority projects in Tideflats. The Port is the lead public agency for these Brownfield assessments in coordination with the local Brownfields Advisory Committee (BAC), whose current members include the City of Tacoma, the Puyallup Tribe of Indians, Tacoma Pierce County Health Department, the New Tacoma

Neighborhood Council, the North End Neighborhood Council, Communities for a Healthy Bay, University of Washington School of Urban Studies, Washington State Department of Ecology, and Clover Park Technical College. Following input from the BAC, Parcel 92 was identified as a high priority for assessment and remediation.

Adjacent to Parcel 92 and within the same Focus Area identified for special consideration through Assessment Grant work, the Port of Tacoma is developing a Port Maritime Center in partnership with Tacoma Public Schools. The project will promote workforce development and create connections with people, businesses and education to inspire and grow the future of the maritime industry. The brownfield cleanup proposed in this application will catalyze the next phase of the Port Maritime Center. The Maritime Center project is located within a waterfront area of the Tacoma Tideflats surrounded by three tidally influenced waterways. Redevelopment of this site is consistent with the vision and goals of the Thea Foss Waterway Redevelopment Plan adopted by the City of Tacoma in 2005, which “promotes public access and the enjoyment of the shoreline while allowing for existing and new commercial interests. This is a response to the current understanding that such a mixture of uses is for the greatest common good of the citizens of Tacoma and the economic life of our community.”¹

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. The shoreline policies were developed as part of the Tideflats Subarea Planning process over 8 years of extensive engagement that involved many stakeholders in the tideflats and the Puyallup Tribe. These shoreline policies were adopted December 2, 2025. The shoreline policies identified this site along the Wheeler-Osgood waterway/historic mouth of the Puyallup River as a unique opportunity to restore marine buffer areas, improving water quality and adding hospitable habitat for aquatic species as part of a unique public waterfront recreational area close to downtown Tacoma.

Climate resilience has been evaluated for tidal and tsunami hazards; site grades will be raised to achieve at least 19 feet Mean Lower Low Water (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.

¹ <https://cms.tacoma.gov/Planning/Shoreline/PlanDocs/TheaFossPlan.pdf>, page 73

Strategy for Leveraging Resources

- e) -g) **Assessment, Remediation, Reuse.** 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 by the Port. 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 Tidelands 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 Tidelands, 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. The Port of Tacoma capital funds will cover remediation costs not covered by the Cleanup Grant, currently estimated to be \$3.4 million; a Letter of Commitment has been provided as part of this application.

- h) 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. Unemployment and poverty impact the ability of local stakeholders to invest in brownfield redevelopment. Poverty is prevalent in CT 602 (which includes the Target Area as well as residential areas to the south) where the poverty rate is nearly three times the statewide rate. Poverty in Tacoma is higher than statewide. In the Target Area, the 5-year unemployment rate is also higher than state and national rates. Poverty and unemployment in the communities to be served by this grant translate to low tax revenues and a greater need for public services: 12.1% of Tacoma households are at or below the poverty rate compared to 10.3% in Washington and 12.5% nationwide. The Port levies a small property tax for selected expenses including environmental projects, but the roughly 450 acres of vacant, potentially contaminated land in the Tideflats does not support livable wage jobs, generate tax income, or support any form of revenue. Maintenance, fencing, cleanup, and safety measures needed on brownfields in the Target Area drain Port resources. This grant will help the Port safely redevelop Parcel 92 as piece of the Port Maritime Center Area to create living wage jobs, increase tax revenues to be reinvested, and stimulate economic growth.
- b) **Health or Welfare of Sensitive Populations.** Sensitive populations include high school students (200–300 annually) at the Maritime 253 Skills Center. 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. Pierce County residents have disproportionately high rates of cancer, asthma, and reproductive issues, and these issues often acutely impact minority residents. County residents have a lower life expectancy than the statewide rate, and minorities have even lower life expectancies: Native Hawaiian/Pacific Islanders, 70 years; American Indian/Alaska Native, 73 years; and black residents, 75 years. American Indian/Alaska Native women in Pierce County have the highest incidence of breast cancer in the County followed by Black women.², and rates of low birth weight and pre-term births are higher than statewide
- d) **Economically Impoverished/Disproportionately Impacted Populations.** The Washington Tracking Network (WTN)³ shows 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

² Pierce County Community Health Assessment 2019, Pierce County Chronic Disease Profile

³ <https://fortress.wa.gov/doh/wtn/WTNIBL>

burdens, create pathways to employment, and incorporate clean/green redevelopment practices that lower local emissions and improve air and water quality.

Community Engagement

- e) – g **Project Involvement, Project Roles, and Incorporating Community 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, Ecology, and Clover Park Technical College. The BAC meets three to four times per year, with specific dates aligned with completion of project milestones. Meetings are in-person and virtual and are supplemented by written project updates to BAC members. Port outreach for the larger Maritime Center project has been conducted in cooperation with Tacoma Public Schools and includes open houses and an online portal for collecting feedback. Roles include advising on remedial approaches to minimize off-site impacts, aligning reuse with community priorities and land-use planning, coordinating outreach, and providing education and training linkages e.g., City of Tacoma 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.

Four remediation alternatives were evaluated as part of the Parcel 92 Analysis of Brownfield Alternatives (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. 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. Project implementation will also be supported by Port capital funds.

Description of Tasks/Activities and Outputs.

The activities planned to address Parcel 92 are described below. *Only* Task 1 Project Management and Task 4 Site Cleanup will be funded by the EPA grant. Other tasks are described for context.

Task 1 – Project Management
b) The Port will be responsible for the overall execution and management of the project. The Port will competitively procure (pursuant to 2 CFR 200) a Qualified Environmental Professional (QEP) and work with it to monitor project scope, schedule, and budget.

<p>Activities involve quarterly reports and updates via the Assessment, Cleanup and Redevelopment Exchange System (ACRES) as well as annual reporting (Federal Financial Reports; FFR) and coordination with EPA and Ecology. The Port is responsible for compliance with grant terms and conditions including reporting and drawdowns.</p> <p>c) Schedule: The Port will competitively procure a QEP as soon as funds are awarded by the EPA (Summer 2026). Monthly drawdowns, quarterly progress reports (QPRs), annual federal financial reports (FFRs), a final report, and all other reports required by the Cooperative Agreement (CA) with EPA will be completed in accordance with CA schedule requirements.</p> <p>d) Lead: Port</p> <p>e) Outputs: 16 QPRs; Regular ACRES updates; 4 FFRs; 1 Final Project Closeout Report.</p>
<p>Task 2 – Community Engagement</p>
<p>b) The Port will collaborate closely with community members, the City of Tacoma, 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 community newsletter, <i>Pier Side</i>, the Port’s monthly news show, <i>Working Waterfront</i>, and official social media channels.</p> <p>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</p> <p>d) Lead: Port with QEP support</p> <p>e) Outputs: 4 Community Meetings, 1 Project website, 12 BAC meetings/communications</p>
<p>Task 3 – Cleanup Planning</p>
<p>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/SAP for additional sampling, negotiating and receiving the necessary regulatory approvals, and preparing bid documents for the solicitation of cleanup contractors.</p> <p>c) Schedule: October 2027 – January 2028</p> <p>d) Lead: QEP with Port support</p> <p>e) Outputs: 1 ABCA, 1 QAPP, 1 SAP, 1 HASP, 1 Set of Bid Documents.</p>
<p>Task 4 – Site Cleanup</p>
<p>b) Almost all, approximately 99%, of the grant funds will be used for site cleanup activities. The Port will competitively procure a remediation contractor, which the Project Manager</p>

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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 the 2023 environmental assessment to inform scope, and unit costs from similar and recent cleanup projects in the Tideflats (as recent as 2025) 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 is estimated at approximately \$7.4M. The \$4M in EPA funds will cover cleanup construction and travel to brownfields 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 volumes, 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	\$4,240	\$0	\$0	\$0	\$4,240
Equipment	\$0	\$0	\$0	\$0	\$0
Supplies	\$0	\$0	\$0	\$0	\$0
Contractual	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$3,984,870	\$3,984,870
Other	\$990	\$0	\$0	\$9,900	\$10,890
Total Direct Costs	\$5,230	\$0	\$0	\$3,994,770	\$4,000,000
Indirect Costs	\$0	\$0	\$0	\$0	\$0
Task Totals	\$5,230	\$0	\$0	\$3,994,770	\$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 \$5,230 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.

\$4,240 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 with updated rates)
 - Hotel \$150/night x 2 nights x 1 event/year x 2 persons x 1 year = \$600
 - Per diem \$80/day, x 2 days/event x 2 persons = \$320
 - Mileage 0.725/mile x ~275 miles = \$200
 - **Regional Subtotal = \$1,120**

- National Conference Estimate (estimate based on Brownfields Salt Lake City 2027)
 - Airfare \$400/event x 1 event/year x 2 persons x 1 year = \$800
 - Airport parking \$20/day x 4 days/event x 1 vehicle x 1 year = \$80
 - Hotel \$200/night x 4 nights x 1 event/year x 2 persons x 1 year = \$1,600
 - Per diem \$80/day x 4 days x 2 persons x 1 year = \$640
 - **National Subtotal = \$3,120**

\$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 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. The Port Human Resources team has the experience and expertise to recruit replacements for any staff who depart during the grant term.

The grant project will be managed by Director of Remediation and Water Quality, who will lead all grant activities with support from an Environmental Project Manager. The Director will oversee the competitive procurement of a QEP to supplement the Port's expertise and capacity and will manage all work completed by the QEP. He will work closely with the Director of Engineering Project Management to procure and direct the remediation contractor. Additionally, the Director and Environmental Project Manager will collaborate 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, Remediation and Water Quality: Mr. Healy will be the Port's Project Manager. Mr. Healy has over 25 years of experience and manages the environmental remediation portfolio for all Port 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 Port Communications 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, Director, Engineering Project Management: 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 ongoing redevelopment in the area will be an asset to the project.

Laura Guenthard, Senior Financial & Budget Analyst: 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 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 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 Port's ability to take ABCAs 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. a Phoenix Award for Parcel 14.
 - 2) **Compliance with Grant Requirements.** The Port remains 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 in grant funds remain, which 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 agreement is, as of this writing, under negotiation and is anticipated to execute and the project to kick off in Q1 of 2026.

January 28, 2026

Brownfields and Land Revitalization Program | Land, Chemicals, and Redevelopment Division
U.S. Environmental Protection Agency, Region 10

Port Maritime Center Area – Parcel 92 Port of Tacoma FY26 EPA Brownfield Cleanup Grant Application

Please see the Port of Tacoma’s responses to Section III.B. Threshold Criteria for Cleanup Grants below.

2.B. Threshold Criteria for Cleanup Grants

1. Applicant Eligibility
 - a. The Port is an independent municipal corporation that operates under Title 53 of the Revised Code of Washington. Sources: <https://www.portoftacoma.com/about> and <https://app.leg.wa.gov/RCW/default.aspx?Cite=53>
 - b. Port of Tacoma is not exempt from Federal taxation under section 501(c)(4) of the Internal Revenue Code.
2. Previously Awarded Cleanup Grants
 - a. The proposed site has not received funding from a previously awarded EPA Brownfields Cleanup Grant.
3. Expenditure of Existing Multipurpose Grant Funds
 - a. The Port of Tacoma does not have an open EPA Brownfields Multipurpose Grant.
4. Site Ownership
 - a. The Port of Tacoma is the current owner of the site, the property was acquired in 2006. The proposed site is eligible for funding as the EPA has approved of its eligibility under the EPA Assessment Grant. The EPA Region 10 Brownfield Site Eligibility Worksheet for the site was reviewed by EPA and approved July 23, 2024. EPA Assessment Grant funds were used to the prepare the Analysis of Brownfield Cleanup Alternatives (ABCA), submitted as part of this EPA Cleanup Grant Application.
5. Basic Site Identification
 - a. Proposed Site: Port Maritime Center Area - Parcel 92
 - b. Site Address: 459 and 465 East 15th Street, Tacoma, WA 98421
6. Status and History of Contamination of the Site – identify
 - a. The proposed site is contaminated by petroleum.
 - b. Parcel 92 was historically owned by the Burlington Northern Santa Fe Railroad and leased to multiple private companies for steel fabrication and metals foundry uses,

and also for warehousing of lumber and building supplies starting sometime before 1930. The foundry remains active, but the remainder of the property is currently vacant.

- c. Environmental concerns include petroleum hydrocarbon and cPAH contamination in soil and petroleum hydrocarbon contamination in the groundwater.
 - d. Contamination is attributed to petroleum storage, fueling, transport, and other industrial activities that occurred near or on the property.
7. Brownfield Site Definition
- a. It is affirmed that the site is a) not listed or proposed for listing on the National Priorities List; b) not subject to unilateral administrative orders, court orders, administrative orders on consent, or judicial consent decrees issued to or entered into by parties under CERCLA; and c) not subject to the jurisdiction, custody, or control of the U.S. government.
8. Environmental Assessment Required for Cleanup Grant Applications: Between 1997 and 2003, Environmental Associates, Inc. carried out four rounds of soil and groundwater testing. Their investigations revealed petroleum presence in soil and groundwater beneath the northern part of the Lyden building, between the Lyden and Johnson building, and in the groundwater near the Johnson building. In 2012, Leidos conducted a soil investigation in the area previously occupied by an oil pipeline that ran along the South side of the property. Laboratory analysis encompassed gasoline, diesel, and oil range hydrocarbons, as well as benzene, toluene, ethylbenzene, and xylenes. No soil contamination was detected in any of the test sites. In 2017, the Port of Tacoma analyzed soil around the Johnson building for lead due to the discovery of lead-based paint on the building's exterior, resulting in the discovery of elevated lead levels in the soil. Subsequently, in 2023, Anchor QEA carried out a Phase II environmental assessment, analyzing soil and groundwater near the train tracks running parallel to the property and within and around the foundry. Petroleum hydrocarbon and cPAH contamination were identified in the soil and petroleum hydrocarbon contamination in the groundwater. The Phase II was finalized in February 2024.
9. Site Characterization: b.i). The Port of Tacoma, is an applicant *other* than a State or Tribal Environmental Authority, therefore, the Port obtained a Site Characterization letter from the Washington State Department of Ecology (Ecology) and has submitted it as an attachment to the Cleanup Grant Application. Ecology affirms that:
- a. The Port of Tacoma will request State oversight for the site through the Voluntary Cleanup Program;
 - b. The site is eligible to be overseen by a State program; and
 - c. Based upon the environmental site assessment(s) performed to date and information provided by the applicant, the site(s) has had a sufficient level of site

characterization for the remediation work to begin. Ecology has indicated in their letter that additional assessment is needed however, Ecology will provide an updated characterization letter after reviewing documentation of site characterization. The Port affirms there will be a sufficient level of site characterization from the environmental site assessment performed by June 15, 2026, for the remediation work to begin on Parcel 92.

10. Enforcement or Other Actions: There are no known ongoing or anticipated environmental enforcement or other actions related to the site for which Brownfields Grant funding is sought.
11. Sites Requiring a Property-Specific Determination: The proposed site does not need a Property-Specific Determination.
12. Threshold Criteria Related to CERCLA/Petroleum Liability
 - a. (part a does not apply to the Port of Tacoma and/or proposed site).
 - b. Property Ownership Eligibility – Petroleum Sites
 - i. INFORMATION REQUIRED FOR A PETROLEUM SITE ELIGIBILITY DETERMINATION
 1. Current and Immediate Past Owners: Based on the Pierce County Assessor’s online records, the current owner of the two parcels is the Port of Tacoma and both last sold on November 7, 2006. The immediate past owner of Parcel 0320041051 (459 E 15th St), Watkins Commercial Building LLC, purchased the property on February 11, 2003. A purchase date for the immediate past owner of Parcel 0320041052 (465 E 15th St), Richard and Jackie Watkins, is not indicated on the online assessor records.
 2. Acquisition of Site Identify: The Port of Tacoma purchased the property in 2006.
 3. No Responsible Party for the Cleanup of the Site: This property is not listed in Ecology’s Integrated Site Information System (ISIS), Underground Storage Tank (UST) database, or Facility Site database. Ecology has no record of tanks being installed or removed at the property. A facility with the property address 465 East 15th St (Urban Accessories, Inc.) is listed on the ECHO database with a Clean Water Act violation dated November 11, 2022, and reportedly associated with discharge limits. There is no indication that the current owner, Port of Tacoma, ever dispensed or disposed of petroleum or petroleum products at the property.
 4. Cleaned Up by a Person Not Potentially Liable: The Port of Tacoma has not dispensed or disposed of petroleum or petroleum products, or exacerbated the existing petroleum contamination at the Parcel 92. The Port has conducted several investigation activities to characterize the nature and extent of contamination at the Site. There is no current indication of ongoing release. Since the Port has owned the property, the Port has implemented tenant lease

agreements that require use of best management practices and prohibits certain activities that would exacerbate contamination.

5. Judgments, Orders, or Third-Party Suits: No responsible party (including the Port of Tacoma) is identified as potentially liable for cleaning up the site, through either: (a) a judgment rendered in a court of law or an administrative order that would require any person to assess, investigate, or clean up the site; or (b) an enforcement action by federal or State authorities against any party that would require any person to assess, investigate, or clean up the site; or (c) a citizen suit, contribution action, or other third-party claim brought against the current or immediate past owner of the site (or where a UST(s) is involved, the current or immediate past owner of the UST(s)), that would, if successful, require the assessment, investigation, or cleanup of the site.
6. Subject to RCRA: The property is not subject to any order issued under 9003(h) of the Solid Waste Disposal Act, as confirmed by Ecology records, EPA's ECHO database, and institutional knowledge concerning this property.
7. Financial Viability of Responsible Parties: No responsible parties identified.

13. Cleanup Authority and Oversight Structure

- a. The Port of Tacoma will ensure adequate oversight of the cleanup at the proposed site by enrolling the site into Ecology's voluntary response program. Oversight by Ecology will help ensure cleanup is protective of human health and the environment.
- b. It is not anticipated that adjacent or neighboring properties will be affected by cleanup activities at the proposed site. If access is needed, coordination will be facilitated through the Port's Real Estate department.

14. Community Notification

- a. Draft Analysis of Brownfield Cleanup Alternatives: The Port of Tacoma provided multiple opportunities for the community to comment on the draft application, which included the draft Analysis of Brownfield Cleanup Alternatives (ABCA). If the application is selected for funding, the Port will finalize the ABCA and make it available for additional public review and comment as part of pre-cleanup activities.
- b. Community Notification Ad: Notice of the 2026 Brownfields Cleanup Grant Website and Public Meetings was provided via the Port of Tacoma's official LinkedIn, Facebook, and Instagram accounts on January 12, 2026, and serves as the primary location where the community can find information:

<https://www.nwseaportalliance.com/2026-brownfields-cleanup-grant>.

Additionally, it was advertised the Port's Brownfields Advisory Committee.

The 2026 Brownfields Cleanup Grant Website included:

- A copy of the grant application, including the draft ABCA, was available for review and comment;
 - How to comment on the draft application
 - The location of the draft application
 - Date, time, and location information for the public meeting held virtually via Microsoft Teams on January 22, 2026.
- c. Public Meeting: The Port of Tacoma held a public meeting on January 22, 2026 prior to submittal of the Port’s grant application. The meeting was held virtually via Microsoft Teams. From the meeting, the Port of Tacoma produced:
- The comments or a summary of the public comments received;
 - the applicant’s response to those comments;
 - meeting notes or a summary of the public meeting(s);
 - and a meeting sign-in sheet/participant list.

These documents have been submitted as an attachment to the Cleanup Grant Application.

- d. Submission of Community Notification Documents: Attached, please find:
- A copy of the draft ABCA
 - Copy of the newspaper ad or equivalent (included in Community Notifications PDF)
 - Comments received at public meetings (included in Community Comments Summary PDF)
 - The Port of Tacoma’s responses to those public comments (included in Community Comments Summary PDF)
 - Meeting notes or summary (included in Community Comments Summary PDF)
 - Participant list (included in Community Comments Summary PDF)

15. Contractors and Named Subrecipients

- a. ‘Not applicable,’ a contractor has not been procured for this work.



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

PO Box 47600, Olympia, WA 98504-7600 • 360-407-6000

January 9, 2026

Rob Healy, Director
Remediation and Water Quality
Port of Tacoma
One Sitcum Plaza
Tacoma, WA 98421

RE: Ecology Support for the Port of Tacoma's Application for a Brownfields Cleanup Grant for Parcel 92

Dear Rob Healy:

The Washington Department of Ecology (Ecology) acknowledges that the Port of Tacoma (Port) plans to conduct the cleanup of a brownfield site and is applying for an FY26 EPA Brownfields Cleanup Grant.

The Port has developed an application requesting site-specific federal Brownfields Cleanup funding for the Parcel 92 site located at 459 and 465 E 15th Street in Tacoma, Washington.

Ecology affirms that:

- i. The Port of Tacoma will request State oversight for the site through the Voluntary Cleanup Program;
- ii. The site is eligible to be overseen by a State program; and
- iii. Additional assessment is needed to sufficiently characterize the site for the remediation work to begin. Ecology will provide an updated letter after reviewing documentation of additional site characterization.

For any questions regarding this letter, please contact me at (509) 655-0538 or ali.furmall@ecy.wa.gov.

Sincerely,

Ali Furmall
Brownfields Lead
Toxics Cleanup Program
Washington Department of Ecology

cc: Meredith Lightbody, EPA Region 10
Terri Griffith, EPA Region 10
Marian Abbett, Ecology

