Narrative Information Sheet

1. Applicant Identification:
   Morgantown Utility Board
   278 Green Bag Road
   Morgantown, West Virginia 26501

2. Funding Requested
   a. Grant Type: Single Site Cleanup
   b. Federal Funds Requested:
      i. $500,000
      ii. Morgantown Utility Board is not requesting a cost share waiver.
      iii. Morgantown Utility Board is not requesting a waiver of the $500,000 limit.

3. Location: The brownfield property is located in Morgantown, Monongalia County, West Virginia.


5. Contacts:
   a. Project Director:
      Rich Rogers, P.E.
      Phone: (304) 292-8443
      Email: rrogers@mug.org
      Mailing Address: 278 Greenbag Road, Morgantown, WV 26501

   b. Chief Executive/Highest Ranking Elected Official:
      Mike McNulty
      Phone: (304) 292-8443
      Email: mmcnulty@mug.org
      Mailing Address: 278 Greenbag Road, Morgantown, WV 26501

7. Other Factors: Morgantown Utility Board is claiming the following other factors for the former Dinsmore Tire property/project:

<table>
<thead>
<tr>
<th>Other Factors</th>
<th>Page #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Secured firm leveraging commitment ties directly to the project and will facilitate completion of the project/reuse; secured resource is identified in the Narrative and substantiated in the attached documentation.</td>
<td>4</td>
</tr>
<tr>
<td>The proposed site is adjacent to a body of water (i.e., the border of the proposed site is contiguous or partially contiguous with a body of water but for a street, road, or other public thoroughfare separating them.)</td>
<td>3</td>
</tr>
</tbody>
</table>

8. Letter from the State or Tribal Environmental Authority: A letter is attached from the West Virginia Department of Environmental Protection (WVDEP) acknowledging that the Morgantown Utility Board plans to conduct cleanup activities at the former Dinsmore Tire Site and is planning to apply for the FY22 federal brownfields grant funds.

9. Releasing Copies of Applications
   Not applicable, this application does not have confidential, privileged, or sensitive information.
NARRATIVE INFORMATION SHEET ATTACHMENT
STATE LETTER
Mr. Mike McNulty, General Manager  
Morgantown Utility Board  
278 Greenbag Road  
Morgantown, WV 26501  

RE: State Environmental Authority Acknowledgement Letter  
FY22 U.S. EPA Brownfields Cleanup Grant Application  
EPA-OLEM-OBLR-21-06

Dear Mr. McNulty,

Thank you for your efforts to further enhance the state’s environment, economy, and quality of life by applying for a U.S. EPA Brownfields Cleanup Grant.

The Former Dinsmore Tire property is ideally located adjacent to the Morgantown Utility Board and Monongahela River, as well as near high-traffic recreational rail trails and the developing Wharf and Warehouses District. However, the site’s long history of industrial use and identified contamination prohibits development of the site prior to environmental remediation. This grant will provide the necessary funds to conduct cleanup and remove a barrier to site redevelopment, and the planned reuse will provide in-demand needs of the rapidly growing Morgantown community, from expanding city water treatment operations to connecting recreational pathways.

As you prepare your application for this funding, the WVDEP Office of Environmental Remediation is in full support of your efforts. We are committed to assisting you remediate and redevelop the Former Dinsmore Tire property. Please do not hesitate to contact me with any questions or needs.

Sincerely,

Derek Hancock  
West Virginia Brownfields Coordinator
1. PROJECT AREA DESCRIPTION AND PLANS FOR REVITALIZATION
   a. Target Area and Brownfields
      i. Background and Description of Target Area
      The City of Morgantown was established in 1785 along the banks of the Monongahela River in North-Central West Virginia (WV). Morgantown is the county seat of Monongalia County with an estimated population of 30,347 according to the 2020 U.S. Census and is home of WV University (WVU), a public, land-grant institution founded in 1867. Before WVU, the community economic power was built on an industry that could capitalize on the easy access to the Monongahela (Mon) River and the associated transportation corridors for vehicles, trains, and barges.

      Over the last 20 years, the city’s population and cultural diversity has exploded along with the growth of WVU and healthcare industries headquartered in Morgantown. The landscape within Morgantown is quite hilly with meandering roads and small non-linear neighborhoods. This severely limits the physical area of available land for new development. The physical limitations of the city and lack of planning particularly in the target area has resulted in significant sprawl to match the strong real estate demand in the area, but even sprawl is limited by the topographical restraints of the hills that have made the Mountain State famous. Unfortunately, even with this growth, the environmental legacy left by industries that dotted the riverbanks and employed thousands—including railroad-related businesses and glass, coal processing, and ordnance manufacturing facilities—have hindered riverfront revitalization efforts.

      The city infrastructure serves a metropolitan statistical area totaling approximately 130,000 people. According to EJSCREEN, the target area’s population is primarily (82%) between the ages of 18 and 65 with 24% being 17 years old or younger. The target area contains a mix of residential, industrial, and commercial properties all adjoining the Mon River Trail and Mon River.

      ii. Description of the Proposed Brownfield Site
      The brownfield site to be addressed by this project is the 1.26-acre Former Dinsmore Tire Property (the site), located at 195, 197, and 199 Don Knotts Boulevard in Morgantown, WV (Morgantown-1st Ward Corp., Tax Map 49, Parcel 0009). The Former Dinsmore Tire Property sits as an obvious eyesore on the riverside of the southern gateway of the city, seen by approximately 20,000 cars a day that enter the City every day according to the WV Department of Transportation, Division of Highways (WVDOH).

      Like in most parts of the country, the arrival and domination of industry influenced the way the city developed. Industry claimed waterfront property due to the power of access. The target property was first developed by the Eureka Pipeline Company in the early 1900s as a pump station to move crude oil from storage tanks south of Morgantown to refineries in the east. The Eureka Pipeline Company’s pump station operated at the site until the 1940s. In 1956, the site was sold to Robert D. Dinsmore and was used as a tire shop and tire retreading facility until 1999, when Bob Dinsmore Tires, Inc. ceased operations. The southern portion of the site was operated by a mining equipment supplier from 1951 to 1957, and Morgantown Machinery and Hydraulics from 1964 to 1968. The Buy Right Service Station and Bennett Oil Company were listed at that location in 1957 and the 1970s, respectively.

      The property is adorned with two dilapidated structures, an approximately 2,000 square foot building located at 195 Don Knotts Boulevard and an approximately 33,000 square foot building located at 197 and 199 Don Knotts Boulevard. The structure located at 195 Don Knotts Boulevard consists of an upstairs commercial space and basement level storage areas. The commercial space is vacant, and the basement level was last utilized for the storage of tires, paints, and miscellaneous equipment related to a plumbing business. The structure at 197 and 199 Don Knotts Boulevard consists of several interconnected buildings and additions which suffered a fire started in an empty 55-gallon drum used as a firepit by trespassers on the site. From east to west, the components of the structure consist of the
east pump house, the tire addition, the west pump house, the west pump house addition, and the north storage building. The east pump house, the tire addition, the west pump house, and the west pump house addition were most recently utilized for the storage of tire and vehicle maintenance equipment, plumbing supplies, construction materials, vehicles, and household items.

A Phase I Environmental Site Assessment (ESA) was conducted on the property in July of 2016 and a Phase II ESA was conducted on the property in September 2018, both as part of an EPA community-wide brownfields assessment grant administered by the City of Morgantown. The precarious condition of the two structures onsite limited accessibility of certain areas associated with the Phase II ESA investigation. The Phase II ESA identified that surface soils, subsurface soils, and groundwater have been impacted by contaminants. Materials within the on-site structures are also known to contain contaminants. Contaminants include volatile organic compounds (benzene) in soil, heavy metals (arsenic, chromium) in soils and (chromium) in groundwater, asbestos containing materials and lead-based paint in the structure (roof system and joints), and polycyclic aromatic hydrocarbons in soils and groundwater. Heavy metals (arsenic, cadmium, and lead) and polycyclic aromatic hydrocarbons were detected in sediment samples; however, the highest concentrations of these contaminants in sediment were found up-gradient of the site indicating an up-stream source. An updated Phase I ESA was completed in February 2019 on behalf of the MUB prior to purchasing the property. The updated Phase I identified the recognized environmental concerns from the Phase II and indicated that the contaminants needed to be addressed to meet the standards for the planned reuse of the property. The property was purchased by the MUB in February 2019.

b. Revitalization of the Target Area

i. Reuse Strategy and Alignment with Revitalization Plans

The reuse of the Former Dinsmore Tire Property supports the City of Morgantown’s current Comprehensive Plan, as well as MUB’s reuse plans. The 1.26-acre site was acquired by MUB to be prepared for future growth of the City’s Water Infrastructure needs at MUB’s adjacent water treatment facility. For the city to sustain the positive growth and quality of life, infill and reuse of brownfields is essential. The former Dinsmore Tire Property has been identified as a critical part of riverfront revitalization efforts since 2013. This riverfront project aligns with the City of Morgantown’s current (2013-2023) Comprehensive Plan in a variety of factors including Land Management, Environment, Community Facilities & Services, and Economic Development. In the process of implementing the Comprehensive Plan strategies, the City received a 2016 EPA Brownfields Community-Wide Hazardous Assessment Grant targeted on the industrial riverfront of the City including the Wharf and Warehouse Districts. Using the assessment grant, Phase I and II ESAs were completed for Dinsmore Tire site, which identified issues that were perceived to be hindering the sale and reuse of the property. The assessment grant funds facilitated engagement with the property owner and the transfer of this priority property to MUB. MUB recognized that the site would take significant effort to remediate and put back into productive use. MUB, which provides water and sanitary sewer services to most of the approximately 105,612 residents that live in the Monongalia County area, will in the multi-decade interim term (at least 30 years) invite and allow non-conflicting activities to enhance the community’s Mon River recreational opportunities, while preserving the property for future long-term expansion of MUB’s adjacent existing water treatment plant to serve region’s residents with clean drinking water.

A Trail access point at the Former Dinsmore Tire Property is proposed on the 2019 Morgantown Regional Bike and Pedestrian Transportation Plan. In June of 2020, the site was also identified as a recreational partnership opportunity by the Morgantown Riverfront Task Force, which is a group of community stakeholders who advise the Morgantown City Manager on riverfront issues. The site is immediately adjacent to Cobun Creek and the Mon River Rail Trail with the Monongalia River beyond, which was recently inducted into the Rail Trail Conservancy Rail Trail Hall of Fame. Based on its
location the site is also proposed as part of plans for the Mountaineer Heritage Bike and Climbing Park. Mountaineer Heritage Park is an accessible, family-friendly greenspace that serves as a gateway to Morgantown and highlights our region’s outdoor recreational assets.

The Former Dinsmore Tire Property is a physical impediment to enhanced trail access from the 1st Ward Neighborhood which would become a critical commuter transportation access point. A cleaned-up site would improve access not only from the nearby neighborhood but also to one of the largest middle schools in WV, South Middle School, as well as the school’s student mountain biking program. The site is also being evaluated for its use as part of the International Mountain Biking Association (IMBA) collaboration with the City of Morgantown to create a local mountain biking trail network. Community meetings are currently being held with IMBA and local stakeholders, in collaboration with the City of Morgantown and WVU, to determine opportunities to pursue. This strategically located property could improve access to both the recreational and economic opportunities for Morgantown, and is very valuable in that conversion, but only if the property’s industrial legacy is addressed.

ii. Outcomes and Benefits of Reuse Strategy
Remediation and reuse of over an acre of strategically located property will provide immediate economic benefits and long-term environmental benefits to the area. The site will allow for increased access to the Mon River Rail Trail and provide a recreation destination on the property. The property clean-up also serves as a long-term investment for the site of future growth of the region when additional water treatment capabilities are required and a portion of the property can be used for the expansion MUB’s water treatment plant.

EPA and the City of Morgantown have invested in the assessment and reuse of the Mon waterfront and associated rail trail using previous brownfields assessment grant funding. MUB has partnered with the Morgantown Board of Parks and Recreation (BOPARC) to construct a trail along Cobun Creek that would eventually connect to the Monongahela River Rail Trail. Remediation of the Former Dinsmore Tire Property is critical to making the connection between the two trails and providing a public access point. Due to the location of Cobun Creek, the Former Dinsmore Tire Property is the only available connection point between the Mon River Rail Trail and the planned Cobun Creek trail.

There is a 50-million-dollar Wharf District Redevelopment project approximately one mile down the trail which is in the permitting stage as a planned unit development to include housing, retail, and space for public agencies that would also utilize the remediated site and needed amenities. The developer has participated in presentations on the planned new recreational spaces associated with the brownfield site and has asked to include those plans in connection to their redevelopment efforts.

This project provides enhancement to a disadvantaged area by remediating the contamination at the site and by immediately providing additional access to Mon River Rail Trail, as well as the future connection of the Cobun Creek trail with the Mon River Rail Trail.

c. Strategy for Leveraging Resources
i. Resources Needed for Site Reuse
MUB is actively applying for leveraged resources to tackle the required remediation of the Former Dinsmore Tire Site. Efforts outside of this critical EPA Brownfields Clean-up funding include working with the WVDEP to apply for the state-administered EPA Brownfields Revolving Loan Fund to fill any gaps in the financing of the site clean-up. MUB is also engaged with the non-profit WV Land Stewardship Corporation to access brownfield related site design funds that could be used for reuse planning. Receipt of EPA Brownfield Cleanup Grant funds will highlight investment in the project and ease concerns about the environmental issues at the site. This will spur investment from area philanthropists and community foundations. MUB is also committed to contributing their own funds as possible to assist with the redevelopment of the property following remediation. This includes
coordination with all involved stakeholders to reuse the property for recreational enhancements adjacent to the Mon River Rail Trail, including parking as needed, and facilitate the connection to the Cobun Creek trail. Remediation of the Former Dinsmore Tire Property is vital to ensuring that the approximately $42,000 walking trail along Cobun Creek, as well as an approximately $200,000 proposed walking bridge across Cobun Creek, are able to connect to the Mon River Rail Trail. MUB has committed a minimum of $100,000 to redevelopment of the former Dinsmore Tire site and has received confirmation from the WVDEP that $147,430 is available to MUB from the Brownfields Revolving Loan Fund low-interest loan program.

ii. Use of Existing Infrastructure

The Former Dinsmore Tire Property site is located immediately adjacent to MUB’s existing water treatment facility and the City of Morgantown’s 48-mile Mon River Rail Trail network which is all repurposed rail corridors. The property is also within the Monongahela waterfront area that was assessed using an EPA community-wide brownfields assessment grant. Both adjacent properties are included in the planned reuse of the Former Dinsmore Tire Property.

The property is situated near the confluence of Cobun Creek with the Mon River and is adjacent to the Mon River Rail Trail. Once the existing structures are removed, one of which was partially damaged by a fire in 2019, the property will provide a natural connection between the adjacent water bodies and the Mon River Rail Trail. Additionally, there is enough space to provide parking and other recreation enhancements. Onsite parking will be utilized for park and rail trail visitors to provide convenient access to the new recreational space. Small brick and cement remnants are proposed to be adorned with murals and mosaics to give the area unique focal points for visitors to enjoy and highlight the industrial legacy of the site. Artists have all been engaged to begin designing artwork for the site including a “shine” Mosaic which has been proposed for the park. MUB’s water treatment plant has enough capacity for the next 30+ years; however, the Former Dinsmore Tire Property re-use ensures that space will be available for expansion of this critical infrastructure whenever needed in the future, to meet needs for additional clean drinking water for the rapidly growing City of Morgantown. No additional infrastructure (utilities and transportation) is needed to facilitate the recreational end-use of the site. Items purchased for the recreation use at the site will be transferred to another public space to ensure public use after the future expansion of the water treatment plant.

2. COMMUNITY NEED AND COMMUNITY ENGAGEMENT

a. Community Need

i. The Community’s Need for Funding

The City of Morgantown has a significant financial need due to many factors, including a weak housing market causing low property values (57.5% of housing is renter-occupied and 50.7% of Morgantown’s housing was built prior to 1960). Low property values are also partially attributable to nearby brownfields. Urban sprawl has created a large occupied area which must be maintained and has resulted in costly impacts such as higher municipal services costs. Reduced property values in turn depress tax revenue for the City and County, making it difficult for governments to fund basic services, much less proactive and ambitious projects like the redevelopment of brownfields. The residents of Morgantown also have significantly lower median household incomes ($27,737 compared to $53,046 nationally), and an extremely high poverty rate at 36.7% (compared to a national rate of 15.9%) even though unemployment is lower than average. These examples demonstrate the lack of local funding opportunities.

ii. Threats to Sensitive Populations

(1) Health or Welfare of Sensitive Populations

According to the Centers for Disease Control and Prevention - National Center for Health Statistics, black infants die at nearly twice the rate of white infants in West Virginia with infant mortality rates of
11.4 and 6.9 out of 1,000 live births, respectively. Monongalia County’s child and infant mortality rates exceed the national average, and the area’s minority children experience poverty at over twice the rate experienced by children nationally. According to EJSCREEN, the following environmental indicators exceed either the State, EPA Region, or USA values.

<table>
<thead>
<tr>
<th>Environmental Indicator</th>
<th>Value for 1 mile ring around site</th>
<th>West Virginia</th>
<th>EPA Region 3</th>
<th>USA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ozone (ppb)</td>
<td>42.3</td>
<td>41.4</td>
<td>43.2</td>
<td>42.9</td>
</tr>
<tr>
<td>NATA Diesel PM (ug/m³)</td>
<td>0.389</td>
<td>0.246</td>
<td>0.477</td>
<td>0.478</td>
</tr>
<tr>
<td>Traffic Proximity and Volume (daily traffic count/distance to road)</td>
<td>370</td>
<td>200</td>
<td>650</td>
<td>750</td>
</tr>
<tr>
<td>Lead Paint Indicator (% pre-1960s housing)</td>
<td>0.55</td>
<td>0.34</td>
<td>0.36</td>
<td>0.28</td>
</tr>
<tr>
<td>RMP Proximity (facility count/km distance)</td>
<td>2</td>
<td>0.44</td>
<td>0.62</td>
<td>0.74</td>
</tr>
<tr>
<td>Hazardous Waste Proximity (facility count/km distance)</td>
<td>3.8</td>
<td>0.83</td>
<td>2</td>
<td>5</td>
</tr>
</tbody>
</table>

Children lack access to recreational areas and low incomes may restrict families’ ability to safely travel to open greenspace. Clean-up of the former Dinsmore Tire site will improve the health outcomes of children and other sensitive populations. Removing the exposure to asbestos and lead paint, the chemicals identified at the site which are associated with hazardous waste and petroleum at the proposed trail access point, will reduce the threats to the health of all age groups. The Mon River Trail provides ideal recreational and exercise opportunities, increasing accessibility for both walking and biking routes through the target area and improving bike and pedestrian safety by eliminating the dangers from collision.

(2) Greater Than Normal Incidence of Disease and Adverse Health Conditions
Although Monongalia County ranks second out of 55 counties in WV for overall health outcomes according to the Robert Wood Johnson Foundation, the county ranks poorly on key health measures connected to the presence of brownfields and other environmental issues, including low birth weight and premature deaths. According to the CDC, in the past 30 days, 14.1% of Monongalia County Residents have reported more than 14 poor physical health days and 16.6% reported more than 14 poor mental health days. Thirty percent of area residents are obese and 19% of local residents are physically inactive. Some census tracts in Monongalia County are labeled as Medically Underserved Areas. Medically Underserved Areas (MUAs) are census tracts designated by the Health Resources and Services Administration as having too few primary care providers, high infant mortality, high poverty, and/or high elderly population. Almost 65% of adults in Monongalia County are considered overweight by BMI standards and 33% are reported as being obese. This highlights the need for additional recreational opportunities to address which the clean-up of this site would provide. According to the CDC report obtained from EJSCREEN, 12.3% of adults in WV currently have asthma, as compared to 7.0% nationally. Remediating the contaminants and implementing the recreation use at the site will positively impact the health and welfare of people of color and the population with low income, which are currently disproportionately affected by the environmental indicators that exceed either the State, regional, or national values and likely contribute to the increased child and infant mortality rates and increased incidents of disease and adverse health conditions.

(3) Promoting Environmental Justice
According to EJSCREEN, people of color comprise 14% of the population in the area near site, as opposed to only 8% of the population in West Virginia. The low-income population (37%) exceeds
the regional and national percentages. EJ communities are typically more exposed to contaminants and carry the environmental burden of the associated negative environmental impacts of sites such as the former Dinsmore Tire. Remediation of the site and implementation of the recreational use at the site will promote environmental justice by targeting an area with higher populations of people of color and the population with low income. The disadvantaged/EJ communities surrounding the property will be included in discussions regarding end use to ensure the intended outcome of promoting environmental justice in the community.

b. Community Engagement
i. Project Involvement
MUB has monthly board meetings. Public notice is given for each and minutes are kept for each meeting. MUB has participated as a member of the Morgantown Riverfront Revitalization Task Force and sought collaboration on its future plans for the Dinsmore Tire Site with the local stakeholders identified in the chart below. MUB also partnered with the WV Brownfields Assistance Center, who will be providing brownfields technical assistance, and is working with WVU Outdoor Economic Development Collaborative on a conceptual landscape design of a reuse of the site. That rendering will be completed with input from MUB leadership, as well as the dozen local stakeholder organizations involved in the Task Force.

ii. Project Roles

<table>
<thead>
<tr>
<th>Name of Organization/Entity/Group</th>
<th>Point of Contact</th>
<th>Specific involvement in the project or assistance provided</th>
</tr>
</thead>
<tbody>
<tr>
<td>Morgantown Board of Parks and Recreation</td>
<td>Melissa Wiles, Executive Director, 304-296-8356</td>
<td>Input on recreational connection of Cobun Creek trail with Monongahela River Rail Trail</td>
</tr>
<tr>
<td>City of Morgantown</td>
<td>Damien Davis, City Engineer, 304-284-7412</td>
<td>Coordination of city resources for effective property redevelopment</td>
</tr>
<tr>
<td>WV Brownfields Assistance Center</td>
<td>Carrie Staton <a href="mailto:Carrie.staton@mail.wvu.edu">Carrie.staton@mail.wvu.edu</a> 304-293-7071</td>
<td>Brownfields technical support and project management &amp; expertise</td>
</tr>
<tr>
<td>Monongahela River Trails Conservancy</td>
<td>Ella Belling, Executive Director, 304-692-6782</td>
<td>Consultation regarding Mon River Trail incorporation &amp; development</td>
</tr>
<tr>
<td>Mon River Revitalization Task Force</td>
<td>Jessica McDonald, [redacted]</td>
<td>Reuse planning; public outreach</td>
</tr>
<tr>
<td>WVU Outdoor Economic Development Collaborative</td>
<td>Greg Corio <a href="mailto:greg.corio@mail.wvu.edu">greg.corio@mail.wvu.edu</a></td>
<td>Recreational Asset Planning and Funding, Remote Work Attraction (End-Users)</td>
</tr>
<tr>
<td>WV Land Stewardship Corporation</td>
<td>Jessica McDonald <a href="mailto:jmcdonald@wvlsc.org">jmcdonald@wvlsc.org</a></td>
<td>Non-profit administering an EPA Brownfields Assessment Grant</td>
</tr>
<tr>
<td>Mon River Towns</td>
<td>Cathy McCollum <a href="mailto:Csm@mccollomds.com">Csm@mccollomds.com</a></td>
<td>Riverfront redevelopment technical assistance program</td>
</tr>
</tbody>
</table>

iii. Incorporating Community Input
MUB has and will seek community input at the regularly scheduled monthly public meetings, as well as during the Morgantown Riverfront Revitalization Task Force meetings. All meetings will follow COVID-19 guidelines for public gatherings and options to virtually participate in all meetings will be provided. MUB understands that collaboration with the organizations represented by the Morgantown
Riverfront Revitalization Task Force is critical to ensuring that the community is involved in the re-use planning for the Former Dinsmore Tire Property. The regularity of the Morgantown Riverfront Revitalization Task Force meetings will allow MUB to update the group during planning, seek input, and incorporate input as plans and implementation progress. The input to date from the Morgantown Riverfront Revitalization Task Force and other stakeholders during development of this grant application has been instrumental.

3. TASK DESCRIPTION, COST ESTIMATES, AND MEASURING PROGRESS

a. Proposed Cleanup Plan
The Former Dinsmore Tire Property includes multiple contaminants in the surface soils, subsurface soils, and groundwater and in on-site structures. The clean-up plan is utilizing alternative #3 from the Draft Assessment of Brownfields Clean-up Alternatives which will use a combination of soil removal, capping, and risk-based engineering and institutional controls. Complete removal of contaminants is not feasible due to the extensive costs of removal all the contaminated soils and groundwater. A combination of partial removal of impacted surface and subsurface soils to a depth of two feet below existing grade and capping of remaining impacted areas, followed by performance of a risk-based assessment on remaining contaminants, will be conducted. The site will be remediated using the WV Voluntary Remediation Program (VRP) de minimis standards and recreational guidance criteria, so site re-use can safely occur while remaining contaminants are appropriately monitored and managed. Contaminated soils will be removed and transported to a permitted landfill for disposal. The project is ready to start upon receiving these critical grant funds.

b. Description of Tasks/Activities and Outputs

Task 1 – Project Oversight
i. Project Implementation: MUB’s Assistant General Manager/Chief Engineer will be responsible for the overall execution and management of the project. He will track tasks, schedule, and budget; procure and oversee the Licensed Remediation Specialist (LRS) and the asbestos abatement contractor; and report on project activities and accomplishments to stakeholders. The LRS will support reporting activities and will develop a Final Cleanup Report to document all project activities.

ii. Anticipated Project Schedule: Year 1, Quarter 1 – Year 3, Quarter 4

iii. Task/Activity Lead: MUB Assistant General Manager/Chief Engineer, LRS

iv. Outputs: 12 Quarterly Reports, 12 ACRES updates, administrative record, and 24 project status meetings.

Task 2 – Community Involvement
i. Project Implementation: MUB will continue gathering input and support for the project through media announcements, public stakeholder meetings, and community workshops. MUB will post information about the project at the Monongalia County Courthouse, MUB office, the MUB website, and the Morgantown public library.

ii. Anticipated Project Schedule: Year 1, Quarter 1 – Year 3, Quarter 4

iii. Task/Activity Lead: MUB Assistant General Manager/Chief Engineer, LRS

iv. Outputs: community engagement plan, 4 meeting announcements, 4 information sheets created and distributed, 12 quarterly community meetings

Task 3 – Remediation and Reuse Planning
i. Project Implementation: MUB will enter the site into WV Voluntary Remediation Program (VRP) and submit a formal site remediation plan with associated documentation, such as Health and Safety Plan and Quality Assurance Project Plan. The selected consultant will work with MUB to select the most appropriate alternative from the Analysis of Brownfield Clean-up Alternatives and complete a site reuse design to share with community stakeholders based on the approved remedial action plan.

ii. Anticipated Project Schedule: Year 1, Quarter 1 – Year 1, Quarter 4
iii. Task/Activity Lead: MUB Assistant General Manager/Chief Engineer, LRS  
iv. Outputs: cleanup plans, final ABCA documents, administrative records, and cleanup completion report or letter.

**Task 4 – Site Cleanup**

i. Project Implementation: In coordination with the LRS, MUB will select qualified remediation contractors through a competitive bid process to clean up the site. The selected contractor will remove ACM and LBP from the site using appropriate structure removal, engineering controls and materials handling and disposal in compliance with all laws and regulations. Where needed, the contractor will fill, grade, cap, pave, and implement other engineering controls identified in the WVDEP-approved Remedial Action Work Plan. The LRS will create any land use covenants necessary to meet appropriate risk-based standards. A post-remedial risk assessment will be performed, as required under the VRP, and a certificate of completion will be requested from WVDEP.

ii. Anticipated Project Schedule: Year 1, Quarter 4 – Year 3, Quarter 4

iii. Task/Activity Lead: MUB/LRS

iv. Outputs: 1 Certificate of Completion, 1.26 acres remediated

c. Cost Estimates

**Task 1, Project Oversight- $43,950.00**

*Task 1 Federal Funding:*
- Travel: $350 for transportation, $300 for registration, $200 for lodging, $150 per diem for two people to attend WV Brownfields Conference = $1000
- Supplies: $450 to print project related materials
- Other: $100 for legal advertisement of RFP
- Contractual: $100/hr x 100 hrs = $10,000 for LRS Services

*Task 1 Cost Share:*
- Personnel: $32,400.00 (12 hours month x 36 months @ $75.00/hour)

**Task 2, Community Outreach - $13,700.00**

*Task 2 Federal Funding:*
- Supplies: $450 for media announcements, print ads, and informational materials
- Contractual: $40/hr x 50hrs = $2,000 for Qualified Professional Management Services

*Task 2 Cost Share:*
- Personnel: $11,250.00 (150 hours @ $75.00/hour)

**Task 3, Remedial and End Use Planning - $91,350.00**

*Task 3 Federal Funding:*
- Contractual Costs: $125/hr x 200 hours = $25,000 for Licensed WV Remediation Specialist plus $25,000 in WVDEP VRP sampling/data costs = $50,000
- Other: $5,000 for application fee to WV Voluntary Remediation Program

*Task 3 Cost Share:*
- $36,350 cash contribution toward cost of going through WV Voluntary Remediation Program including the $30,000 WVDEP estimate for regulatory oversight.

**Task 4, Site Cleanup - $451,000.00**

*Task 4 Federal Funding:*
- Contractual Costs: Development of bid documents (RFP) for site cleanup activities, evaluation of bids, calling references, coordination of a pre-bid on-site meeting, and selection of contractors (160 hrs x $125/hr = $20,000); Abatement of multiple interior and exterior ACM in site buildings which requires dilapidated structure removal to safely complete (Mobilization/Demobilization/ACM/Structural Abatement = $115,464, Disposal and transportation of regulated waste = $79,764. Air monitoring ($900/day x 20 days = $18,000);
FY 2022 EPA Brownfields Cleanup Grant Application:  
Former Dinsmore Tire Site, Morgantown, WV

Qualified Environmental Remediation Contractor for soil removal, grading, capping, monitoring wells, and hazardous material disposal = $197,772.

Task 4 Cost Share:
- $20,000 cash contribution toward cost of going through WV Voluntary Remediation Program

### Former Dinsmore Tire Cleanup Grant Budget Table

<table>
<thead>
<tr>
<th>Budget Categories</th>
<th>Project Tasks ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Task 1: Program Oversight</td>
</tr>
<tr>
<td>Travel¹</td>
<td>$1,000.00</td>
</tr>
<tr>
<td>Supplies</td>
<td>$450.00</td>
</tr>
<tr>
<td>Contractual</td>
<td>$10,000.00</td>
</tr>
<tr>
<td>Other (include subawards)</td>
<td>$100.00</td>
</tr>
<tr>
<td><strong>Total Direct Costs²</strong></td>
<td>$11,550.00</td>
</tr>
<tr>
<td>Indirect Costs²</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total Federal Funding</strong></td>
<td>$11,550.00</td>
</tr>
<tr>
<td>Cost share (20% of requested federal funds)⁴</td>
<td>$32,400.00</td>
</tr>
<tr>
<td><strong>Total Budget</strong> (Total Direct Costs + Indirect Costs + Cost Share)</td>
<td>$43,950.00</td>
</tr>
</tbody>
</table>

¹ Travel to brownfields-related training conferences.
² Administrative costs equal <1% of total Federal Funding requested.
³ MUB is not requesting a cost share waiver.
⁴ Cost estimates are based on market rates in the Morgantown area and as provided in the ABCA.

d. Measuring Environmental Results

Project outputs will be tracked and measured in ACRES, as well as using a Project Tracking spreadsheet formulated by the Project Management Team. Monthly update meetings with the LRS, and project status evaluation on a quarterly basis as part of MUB public meetings, will ensure project results are progressing in a timely manner. Using a monthly update meeting and quarterly public meetings schedule throughout the 3-year project period will ensure the project is meeting project outputs and overall work plan goals. Two anticipated Project Outcomes include 1.26 acres of brownfield property remediated and ready for reuse, and removal of potential exposure of the local community and future site users to hazardous levels of heavy metals, polycyclic aromatic hydrocarbons, and volatile organic compounds. Future outcomes after conclusion of this project will include up to 10 new jobs created, facilitation of recreational opportunities, and additional funding leveraged through site reuse development.

4. PROGRAMMATIC CAPABILITY AND PAST PERFORMANCE
a. Programmatic Capability
i. Organizational Structure
MUB was created by the City of Morgantown in September 1987 and is designed to provide professional, apolitical oversight and management of a combined utility system. MUB maintains a highly skilled and experienced management team. The management team oversees all MUB activities, ensures compliance with local, state and federal guidelines, develops and manages the organization’s annual budget and financial resources, and works to ensure MUB maintains the functional and operational capacities to meet the ever growing infrastructure needs of the area. The management team is led by the General Manager, who is assisted by an Assistant General Manager/Chief Engineer, a Comptroller, a Distribution Superintendent, a Treatment and Production Manager, a General Counsel, an Executive Assistant, and a Communications Director.

ii. Description of Key Staff
Rich Rogers, P.E., MUB Senior Engineer, will be the main point of contact for this project and oversee all project activities. Mr. Rogers is a licensed professional engineer in the State of WV with more than 23 years of experience in the field of civil engineering and project management. Mr. Rogers reports directly to MUB’s General Manager. Assisting Mr. Rogers is Ken Hacker, P.E., Chris Linger, P.E. and Cory Jones, P.E., all of whom are staff engineers with the MUB. This team has the experience needed to complete the project within the 3-year timeframe. The WV Brownfields Assistance Center, a project partner, will also be providing project management and technical assistance in a supporting role.

iii. Acquiring Additional Resources
In addition to the extensive technical, administrative, and financial staff and resources available within MUB, the staff and resources associated with the City of Morgantown are also available to MUB. Specifically, the City of Morgantown has experience with management of EPA brownfields funding and can be available to provide guidance as necessary to MUB. Should the need to contract additional necessary expertise arise, the MUB will contract such professionals via standard procurement procedures that meet all state and federal guidelines.

b. Past Performance and Accomplishments
ii. Has Not Received an EPA Brownfields Grant but has Received Other Federal or Non-Federal Assistance Agreements
(1) Purpose and Accomplishments

<table>
<thead>
<tr>
<th>Date of Award</th>
<th>Awarding Agency</th>
<th>Amount</th>
<th>Accomplishments</th>
<th>Specific Outputs or Outcomes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>WV Infrastructure and Jobs Development Council (IJDC)</td>
<td>$820,000</td>
<td>Construction of Sewer Project No. 2013S-1437</td>
<td>Expansion of sewer lines (8,600 feet) to unserved areas of Monongalia County (17 customers). Reduction of fecal coliform in affected streams.</td>
</tr>
<tr>
<td>2017</td>
<td>WV IJDC</td>
<td>$607,037.00</td>
<td>Construction of Water Line Project No. 2015W-1619</td>
<td>Expansion of water lines and delivery of drinking water to unserved areas of Monongalia County.</td>
</tr>
</tbody>
</table>

Additionally, MUB manages over $200,000,000 in municipal bonds.

(2) Compliance with Grant Requirements
MUB has met all of the requirements and conditions of the grant funding described above, including constant and open communication with the granting agencies project managers, completing the projects according to the work plans and schedules, and achieving and reporting the expected results, and submitting all required reports in a timely manner.
Threshold Criteria for Cleanup Grants

1. **Applicant Eligibility**
   Morgantown Utility Board (MUB) is a political subdivision of the State of West Virginia. MUB was created by the City of Morgantown, West Virginia.

2. **Previously Awarded Cleanup Grants**
   MUB has not previously received EPA cleanup funds for this site.

3. **Expenditure of Existing Multipurpose Grant Funds**
   MUB does not have an open EPA Brownfields Multipurpose Grant.

4. **Site Ownership**
   MUB is the sole owner through fee-simple title of the former Dinsmore Tire Property, as recorded in the Office of the Clerk of the County Court of Monongalia County, West Virginia, in Deed Book number 1658, page 760. The subject site is a 1.26-acre area located in the Morgantown, WV – First Ward Corp. MUB will remain the sole owner of the property until all cleanup work and other obligations funded by the grant have been completed and the grant is closed out.

5. **Basic Site Information**
   a) Former Dinsmore Tire Site
   b) 195, 197, and 199 Don Knotts Boulevard, Morgantown, WV 26501-6732
   c) Morgantown Utility Board is the Current Owner and obtained ownership on February 28, 2019.

6. **Status and History of Contamination at the Site**
   a) The former Dinsmore Tire Site (the Site) is contaminated by hazardous and petroleum substances.
   b) The Eureka Pipeline Company’s pump station operated at the site until the 1940’s. In 1956, the site was sold to Robert D. Dinsmore and was used as a tire shop and tire retreading facility until 1999, when Bob Dinsmore Tires, Inc. ceased operations. The southern portion of the site, the location of 195 Don Knotts Boulevard, was operated by a mining equipment supplier from 1951 to 1957, and Morgantown Machinery and Hydraulics from 1964 to 1968. The Buy Right Service Station and Bennett Oil Company were listed at that location in 1957 and the 1970’s, respectively. The site is currently not in use.
   c) Environmental concerns are that hazardous and petroleum substances existing in the surface soils, subsurface soils, and groundwater at the site. Materials within the on-site structures are also known to contain contaminants. Contaminants include volatile organic compounds (benzene) in soil, heavy metals (arsenic, chromium) in soils and (chromium) in groundwater, asbestos containing materials and lead-based paint in the structure (roof system and joints), and polycyclic aromatic hydrocarbons in soils and groundwater. Heavy metals (arsenic, cadmium, and lead) and polycyclic aromatic hydrocarbons were detected in sediment samples; however, the highest concentrations of these contaminants in sediment were found up-gradient of the site indicating an up-stream source.
   d) Contamination occurred from chemicals and processes used during previous operations and petroleum storage (tire repair/retreading, hydraulic repair, service station) at the site.
7. **Brownfields Site Definition**  
   a) The former Dinsmore Tire Site is not listed or proposed for listing on the National Priorities List;  
   b) The former Dinsmore Tire Site is 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  
   c) The former Dinsmore Tire Site is not subject to the jurisdiction, custody, or control of the United States government.

8. **Environmental Assessment Required for Cleanup Proposals**  
A Phase I Environmental Site Assessment (ESA) was conducted on the property in July of 2016 as part of an EPA community-wide brownfields assessment grant being conducted by the City of Morgantown. Also, as part of the brownfields assessment grant, a Phase II ESA was conducted on the property in September 2018. An updated Phase I ESA was completed in February 2019 on behalf of the Morgantown Utility Board prior to acquisition of the property.

9. **Enforcement or Other Actions**  
There are no ongoing or anticipated environmental enforcement or other actions related to the site for which Brownfields Grant funding is sought.

10. **Sites Requiring a Property-Specific Determination**  
The Site does not require a property-specific determination to be eligible for federal funding.

11. **Threshold Criteria Related to CERCLA/Petroleum Liability**  
   a) **Property Ownership Eligibility - Hazardous Substance Sites**  
      1. **Bona Fide Prospective Purchaser Liability Protection**  
         a. **Information on the Property Acquisition**  
            MUB obtained ownership of the former Dinsmore Tire site from Trailside Limited Partnership on February 28, 2019 via a negotiated purchase. Ownership is fee simple. MUB has no familial, contractual, corporate, or financial relationships or affiliations with Trailside Limited Partnership.
         b. **Pre-Purchase Inquiry**  
            A ASTM E1527-13 Phase I ESA was conducted by CORE Environmental Services, Inc. on the property in July of 2016 as part of an EPA community-wide brownfields assessment grant being conducted by the City of Morgantown. Also, as part of the brownfields assessment grant, a Phase II ESA was conducted by CORE Environmental Services, Inc. on the property in September 2018. An updated ASTM E1527-13 Phase I ESA was completed by CORE Environmental Services, Inc. in February 2019 on behalf of the Morgantown Utility Board prior to acquisition of the property. The environmental due diligence completed by CORE Environmental Services, Inc. was performed under the direction of Matthew Ford, LRS, an environmental professional with over 17 years of environmental due diligence and consulting experience.
         c. **Timing and/or Contribution Toward Hazardous Substances Disposal**
MUB affirms that all disposal of hazardous substances occurred at the Site prior to MUB acquiring the property, and that MUB did not contribute to any release, disposal, or transport of hazardous substances at the former Dinsmore Tire site. MUB affirms that it did not, at any time, arrange for disposal of hazardous substances at the site or transport hazardous substances to the site.

d. Post-Acquisition Uses
MUB acquired ownership on February 28, 2019. The property has been vacant and unused since the acquisition by MUB.

e. Continuing Obligations
MUB has taken steps to inhibit vandalism and unauthorized access to the site by fencing portions of the site and securing access points. MUB did not have any responsibility for hazardous substances at the Site prior to February 28, 2019. MUB will fully comply with any land-use restrictions and not impede the effectiveness or integrity of any institutional controls; assist and cooperate with those performing the cleanup and provide access to the property; comply with all information requests and administrative subpoenas that have or may be issued in connection with the property; and provide all legally required notices.

b) Property Ownership Eligibility - Petroleum Sites

1. Information required for a petroleum site eligibility determination
a. Current and Immediate Past Owners
   Current Owner – Morgantown Utility Board
   Immediate Past Owner – Trailside Limited Partnership.

b. Acquisition of the Site
   MUB obtained ownership of the former Dinsmore Tire site from Trailside Limited Partnership on February 28, 2019 via a negotiated purchase. Ownership is fee simple. MUB has no familial, contractual, corporate, or financial relationships or affiliations with Trailside Limited Partnership.

c. No Responsible Party for the Site
   The current (Morgantown Utility Board) and immediate past owner (Trailside Limited Partnership):
   - Did not dispense or dispose of petroleum or petroleum product contamination, or exacerbate the existing petroleum contamination at the site;
   - Did not own the site when any dispensing or disposal of petroleum took place; and,
   - Did take reasonable steps with regard to the contamination at the site.

d. Cleaned Up by a Person Not Potentially Liable
   MUB did not dispense or dispose of petroleum or petroleum product, or exacerbate the existing petroleum contamination at the site. MUB has taken reasonable steps with regard to the contamination at the site.

e. Judgements, Orders, and Third-Party Suits
No responsible party (including MUB) is identified for the site through either:

- A judgement rendered in a court of law or an administrative order that would require any person to assess, investigate, or clean up the site;
- 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,
- A citizen suit, contribution action, or other third-party claim brought against the current or immediate past owner, that would, if successful, require the assessment, investigation, or cleanup of the site.

f. Subject to RCRA

The former Dinsmore Tire site is not subject to any order under Section 9003(h) of the Solid Waste Disposal Act.

g. Financial Viability of Responsible Parties

A financially viable responsible party does not exist for the former Dinsmore Tire site.

12. Cleanup Authority and Oversight Structure

a) Cleanup Oversight

MUB will work with the Northern West Virginia Brownfields Assistance Center and the West Virginia Department of Environmental Protection to fully comply with competitive procurement provision and ensure that technical expertise is engaged that will fully guarantee that the cleanup is protective of human health and the environment. MUB will participate in the WVDEP Voluntary Remediation Program under the direction of a Licensed Remediation Specialist to assure Site remediation per statutory expectations.

b) Access to Adjacent Properties

MUB has been and will be working with all adjacent property owners to assure access as required. MUB is one of the adjacent property owners.

13. Community Notification

a) Draft Analysis of Brownfields Cleanup Alternatives

The draft proposal and the draft Analysis of Brownfields Cleanup Alternative (ABCA) were provided for public review and comment at a public meeting on November 9, 2021 and at MUB’s office. Upon selection for funding, MUB will finalize the ABCA and keep the public abreast of progress on the Site.

b) Community Notification Ad

MUB announced a public meeting to notify the community of the application for the Brownfields Cleanup grant on October 23, 2021 – October 30, 2021, via an ad placed in the Dominion Post newspaper. The public were made aware that a draft copy of the grant proposal and the ABCA were provided at the MUB offices located at 278 Green Bag Road, Morgantown, WV, and invited public comments at the MUB offices, as well as at the public meeting which was held at 5:30 PM on November 9, 2021.
c) **Public Meeting**

MUB hosted a public meeting to announce the submission of an EPA grant application for cleanup of the former Dinsmore Tire site on Tuesday, November 9, 2021 at 5:30 PM at the MUB offices located at 278 Green Bag Road, Morgantown, WV, which is in the neighborhood of the former Dinsmore Tire site. The meeting was held during the regularly scheduled MUB board of directors meeting. COVID-19 precautions and social distancing practices were used during the meeting. The public meeting was accessible to persons with limited English proficiency and persons with disabilities. The draft proposal and ABCA were presented for public comment at the meeting and were made available at the MUB offices from November 9, 2021 – November 29, 2021. Comments and questions were received at the public meeting. No comments were received at MUB’s offices or via the email listed on the public notice.

d) **Submission of Community Notification Documents**

The draft ABCA, community notification documents, summary of comments, and responses to comments, public meeting notes, and the meeting sign-in sheet are attached.

14. **Statutory Cost Share**

a) **Meet Required Cost Share**

MUB is committed to providing the 20% cost share associated with the project when the EPA awards the Brownfields Cleanup Grant. MUB will satisfy the cost share through cash for contracted services related to completing the WVDEP Voluntary Remediation Program including the post remedial risk assessment, project oversight, as well as cleanup and reuse planning of the site.

b) **Hardship Waiver**

MUB is not seeking a hardship waiver.

15. **Waiver of $500,000 Limit**

MUB is not requesting a waiver of the $500,000 limit.

16. **Named Contractors and Subrecipients**

a) **Contractors – Not Applicable**

MUB is not naming a contractor in this application. Contractors and consultants will be procured after award of the Brownfields Cleanup Grant in accordance with the fair and open competition requirements in 2 CFR Part 200 and 2 CFR Part 1500.

b) **Subrecipients – Not Applicable**

MUB is not naming a subrecipient in this application.