NARRATIVE INFORMATION SHEET
Port of Tacoma FY2022 EPA Brownfields Assessment Grant Application

1. Applicant Identification:
   Port of Tacoma
   P.O. Box 1837, Tacoma, WA 98401

2. Funding Requested:
   (a) Assessment Grant Type: Community-wide
   (b) Federal Funds Requested:
      (i) Requested Amount: $500,000
      (ii) Site-specific Assessment Grant Waiver: not applicable

3. Location: The Target Area is within:
   (a) City: Tacoma, Washington
   (b) County: Pierce County
   (c) State or Reservation: State of Washington and partially within the Puyallup Tribe of Indians Reservation
4. Target Area and Priority Site/Property Information:
   - **Target Area**: Tacoma Tideflats Manufacturing Industrial Center
   - **Target Area Census Tract Number**: 53053060200
   - **Addresses of the priority sites proposed in the Narrative**:
     - 459 E 15th Street, Tacoma, WA 98421
     - Marc Street Area Sites: 1610, 1614, 1620 Lincoln Avenue and 2021, 2041, and 2042 Marc Avenue, Tacoma, WA 98421
     - Central Peninsula Sites:
       - 1118-1702 Port of Tacoma Road
       - 1940-2502 E. 11th Street
       - 1132-1721 Thorne Road
       - 2235-2335 Ross Way
       - Tax lots with no situs address: 6965000370, 6965000410, 6965000411, 6965000423, 320031011, 321344025, 2275200650, 5260000030, 5260000040

5. Contacts:
   (a) **Project Director**:
       - Name: Sarah Weeks, Environmental Project Manager
       - Phone: (253) 383-9459 | Email: sweeks@portoftacoma.com
       - Mailing Address: P.O. Box 1837, Tacoma, WA 98401
   (b) **Chief Executive/Highest Ranking Elected Official**:
       - Name: Eric Johnson, Executive Director
       - Phone: 253.428.8633 | Email: ejohnson@portoftacoma.com
       - Mailing Address: P.O. Box 1837, Tacoma, WA 98401

6. **Population**: The priority sites are located within the City of Tacoma, population 212,869 (US Census American Community Survey 2019)
7. Other Factors Checklist:

<table>
<thead>
<tr>
<th>Other Factors</th>
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<tr>
<td>Community population is 10,000 or less.</td>
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<td>The applicant is, or will assist, a federally recognized Indian tribe or</td>
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<td>United States territory.</td>
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<td>The priority site(s) is impacted by mine-scarred land.</td>
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<td>The priority site(s) is adjacent to a body of water (i.e., the border of</td>
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<td>the priority site(s) is contiguous or partially contiguous to the body of</td>
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<td>water, or would be contiguous or partially contiguous with a body of water</td>
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<td>but for a street, road, or other public thoroughfare separating them).</td>
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<td>The priority site(s) is in a federally designated flood plain.</td>
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<td>The reuse of the priority site(s) will facilitate renewable energy from</td>
<td>3, 4</td>
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<td>wind, solar, or geothermal energy</td>
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<td>The reuse of the priority site(s) will incorporate energy efficiency</td>
<td>2-3</td>
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<td>measures.</td>
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<td>30% or more of the overall project budget will be spent on eligible</td>
<td>8-9</td>
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<td>reuse/area-wide planning activities, as described in Section I.A., for</td>
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<td>priority site(s) within the target area.</td>
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<td>The target area(s) is located within a community in which a coal-fired</td>
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<td>power plant has recently closed (2011 or later) or is closing.</td>
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8. Letter from the State or Tribal Environmental Authority:
A letter of acknowledgement from the Washington State Department of Ecology is attached.

9. Releasing Copies of Application: Not applicable
November 23, 2021

Terri Griffith  
EPA Region 10  
1200 Sixth Avenue, Suite 155  
Mailstop: ECL-133  
Seattle, WA 98101

Re: Ecology Support for the Port of Tacoma’s Application for a Community-wide Assessment Grant

Dear Ms. Griffith:

I understand that the Port of Tacoma (Port) will submit an application to the U.S. Environmental Protection Agency (EPA) for a Community-wide Assessment Grant under the Fiscal Year 2022 Brownfields Program grant solicitation. The Target Area for grant funding is the Tacoma Tideflats Manufacturing Industrial Center (Tideflats) located in the City of Tacoma and the Puyallup Indian Reservation. The Tideflats is situated at the mouth of the Puyallup River on Commencement Bay, at the southern end of Puget Sound. If awarded, the Port plans to complete eight Phase I Environmental Site Assessments (ESAs) and five Phase II ESAs within the Target Area, as well cleanup/reuse planning on five high-priority brownfields. The Port will use EPA Brownfield Grant funds as part of their efforts to bring the priority sites and other brownfields back into productive use with new businesses and family wage jobs.

As a requirement of the application, the Port has informed Ecology of their plans to apply for this Community-wide Assessment grant. Ecology is very supportive of these efforts and this letter is provided to recognize that the Port has fulfilled their notification requirement. The Ecology point of contact for any of the potentially affected sites is Rebecca Lawson in Ecology’s Southwest Regional Office. Her email address is rebecca.lawson@ecy.wa.gov. For questions regarding this letter or general Brownfields questions, please contact me at (509) 655-0538.

Sincerely,

Ali Furmall  
Small & Rural Communities Brownfields Specialist  
WA State Department of Ecology
1. PROJECT AREA DESCRIPTION & PLANS FOR REVITALIZATION

1.1. Target Area & Brownfields; 1.1.a. Background & Description of Target Area: The Port of Tacoma (Port, applicant) is a public port district established in 1918 in Pierce County, Washington. Port operations are concentrated within a 6-square-mile (mi²) waterfront industrial area: the Tacoma Tideflats Manufacturing Industrial Center (Tideflats, Target Area, census tract [CT] 602) located within the City of Tacoma and the Puyallup Indian Reservation. The Tideflats is situated at the mouth of the Puyallup River on Commencement Bay, at the southern end of the Pacific Northwest’s Puget Sound. The Target Area is surrounded to the west by downtown Tacoma, to the south by mixed industrial, commercial, and residential uses, to the east by residential development, and to the west by Commencement Bay. Though the Port is a separate entity from the city, county, and Tribe, they work together to spur economic growth and preserve natural areas.

The Tideflats has a rich natural, cultural, and commercial history. The Puyallup River flows west from Mount Rainier through the Tideflats and into Commencement Bay. The Puyallup and other Tribes have lived along the river for centuries. Euro-American explorers settled in the area in the 19th century drawn by the bay’s deep harbor and surrounding forests. By the time the City of Tacoma was founded on the bay in 1872, the Tideflats was already developed with a busy sawmill and port exporting lumber to domestic and international markets.

In 1873, the first transcontinental railroad in the northern US chose Tacoma as its western terminus due to Commencement Bay’s naturally deep waters. Tacoma was coined the place “where the rails meet the sails” and the Tideflats’ role as a shipping and manufacturing hub was established. Tacoma’s population boomed from 1,098 in 1880 to 83,000 by 1910. The Port was originally privately controlled, but in 1911, the state enabled citizens to establish public port districts and have a say in their development. In 1918, voters established the Port of Tacoma. The Port purchased 240 acres of the Tideflats and began expanding piers and terminal facilities to serve the thriving shipping and manufacturing industries. Through the 20th century, operations in the Tideflats have diversified to include industries ranging from smelting, chemical manufacture, and shipbuilding to fishing, food processing, and cold storage. Today, the Tideflats are a regional economic engine supporting 42,000 jobs and nearly $3 billion in economic activity. The Port continues to strategically acquire land in the Tideflats to ensure sustainable growth, economic vitality, and environmental stewardship, and today owns about 50% of the Target Area. The other half is privately owned land, including many smaller, underutilized potentially contaminated brownfields that present revitalization opportunities.

With the Target Area’s long industrial history, most of which predates environmental regulation and an understanding of environmental impacts, comes a legacy of contaminated brownfields. A portion of the Tideflats is within the Commencement Bay federal Superfund site (no EPA brownfield grant funds will be spent on sites within the Superfund boundaries). Roughly 14% (536 acres) of the Tideflats is vacant, due in part to known and suspected contamination from past uses. Minority communities are concentrated in the neighborhoods closest to the Target Area and its potential brownfield contaminants. Target Area brownfields are contributing to high rates of poverty and unemployment in these communities by deterring businesses from locating, expanding, and creating local jobs in the Tideflats. Vacancy in the Target Area is attracting transient use, potentially exposing people to contaminated brownfields and resulting in dumping, vandalism, and risks from uncontrolled campfires. Brownfield contamination is also a barrier to the Port and community priorities of preserving and restoring greenspace and marine/riparian habitat. The Target Area is also at risk from climate change related sea level rise. Portions of the Tideflats are within a federally designated floodplain, and Tacoma is projected to see 1.5 to 3.3 feet of sea level rise by 2100.

The Port’s mission is to invest in the harbor and community to promote prosperity, trade, and jobs, while protecting and enhancing the environment. The EPA Brownfield Grant will enable the Port to foster new business and job opportunities, enhance environmental quality and access to open spaces, and address environmental justice (EJ) disparities in the surrounding community.

1.1.b. Description of Priority Brownfield Sites: Due to the Tideflats’ long industrial history, Target Area brownfields are vacant/underutilized industrial sites with suspected contamination from a range of operations from shipbuilding and chemical manufacture to fishing and food processing. These industries have involved the transport, manufacture, storage, use, and disposal of fuels, petroleum,
chlorinated solvents, metals, and waste materials. Aging buildings on Target Area brownfields likely contain asbestos and lead paint. In addition to the Commencement Bay Superfund site, Washington Department of Ecology (Ecology) records show the Target Area is impacted by 146 Confirmed and Suspected Contaminated Sites, 80 Leaking Underground Storage Tanks, and 1,235 Spills in addition to landfills, institutional/engineering control sites, and hazardous waste transport/disposal sites. Over 500 acres of land in the Tideflats is vacant with potential contamination from onsite or adjacent uses.

The Port has prioritized several brownfields due to their underutilization, suspected contamination, potential to stimulate economic growth, and opportunities for habitat protection and enhancement. The vacant 3.5-acre 459 E 15th Street brownfield is a priority due to residual contamination that is a barrier to the Port’s plan to reuse the site as the Port’s future Maritime Center campus with associated habitat restoration. Petroleum contamination has been identified in soil and groundwater from past fuel storage and distribution, but additional assessment is needed to evaluate the extent of impacts. Heavy metals are suspected from industrial slag used in rail beds and foundry operations. Asbestos and lead paint are suspected in aging dilapidated structures on the site.

The Port has prioritized a cluster of smaller vacant/underutilized brownfields in the heart of the Target Area for assembly into the 244-acre Central Peninsula Site due to their underutilization and strategic central location for expanding Port capacity, attracting new business, and spurring job creation. Past and current uses include metal fabrication, engine servicing, warehousing, outdoor storage, and materials loading and distribution on a rail line that bisects the area. Suspected contaminants include metals, solvents, and petroleum as well as asbestos and lead paint in buildings. A third high priority brownfield is the Marc Avenue Area, a 70-acre cluster of vacant/underutilized waterfront and upland brownfields with contamination suspected to include metals, fuels/petroleum, and solvents from a former landfill, food processing operations, materials storage and distribution, asbestos and lead paint in buildings, and an adjacent rail line. In addition to its potential to spur economic development, the Marc Avenue Area is a high priority due to known solvent impacts in groundwater that may be impacting the adjacent Puyallup River, as well as opportunities to restore riparian habitat.

1.b. Revitalization of Target Area: 1.b.i. Reuse Strategy & Alignment with Revitalization Plans: The Port’s brownfield reuse and economic development strategy for the high priority sites, and throughout the Tideflats, is to support economic growth that incorporates green/clean innovations, and enhance environmental health through remediation, habitat restoration, and public greenspace access. This strategy aligns with several Port initiatives including: 1) 2020 Northwest Ports Clean Air Strategy, a collaboration between the Ports of Seattle and Tacoma and the Vancouver Fraser Port Authority in British Columbia that presents a plan to phase out emissions from Port activities by 2050; 2) 2021 Stormwater Management Program Plan that outlines steps to educate existing and new Port tenants on stormwater quality management practices and requirements, and supports Low Impact Development—a stormwater and land use strategy that emphasizing conservation and use of natural features for stormwater management—for brownfield redevelopment projects; and 3) Habitat Mitigation Banking that will restore/create habitat as brownfields within the Tideflats are redeveloped. The reuse plans for Target Area brownfields also honor the environmental stewardship and habitat restoration goals embedded in the Port’s mission and in agreements between the Port and the Puyallup Tribe and documented in the 1990 Puyallup Land Claims Settlement Act.

The Port’s reuse strategy for the Central Peninsula Site and Marc Avenue Area brownfields is to use the Brownfield Grant for due diligence to allow the Port to acquire sites for cleanup and assembly into parcels suitable for redevelopment with larger-scale operations that will have greater potential to expand and modernize operations and spur economic growth and living wage jobs. As part of this strategy, the Port will work with new and expanding businesses to incorporate clean stormwater, air, and energy practices, features, and technology during redevelopment. The Port plans to use Brownfield Grant funds to evaluate whether groundwater contamination from past operations at the Marc Avenue Area sites is impacting the Puyallup River and to plan for cleanup as needed. The Marc Avenue vision includes development of the final phase of habitat restoration in the 13.5-acre Gog-le-hi-te Wetland Complex, the Port’s oldest restoration site.

The projected reuse of the 459 E 15th Street high priority site is as the future Port Maritime Center campus envisioned to house Port staff, community amenities, and public open space. The Maritime Center will be built in line with the Port’s Sustainable Building Policy currently in development (part of the Clean Air Implementation Plan 2021-2025). The policy will guide the inclusion of green building, energy efficiency, and stormwater management approaches into the design construction of the
Port of Tacoma, Washington
FY2022 EPA Brownfield Community-Wide Assessment Grant Application

campus as well as other construction, remodel, and infrastructure projects in the Tideflats. The needs and benefits of creating the Maritime Center will be included in the upcoming 2022 Annual Strategic Plan Implementation Plan. The campus is envisioned to include habitat restoration and public open space along the adjacent Thea Foss waterway—a recreational and scenic amenity that links the Tideflats to downtown Tacoma. The Port’s offices are currently located at the center of the Tideflats with limited access other than by car. The new location is just over a bridge from downtown and on bike/pedestrian and public transit routes, cutting down on the need for vehicle use and associated carbon emissions and pollution.

The projected reuses for the high priority brownfields reflect land use priorities of the Port, municipal partners, and the community. The Port is currently collaborating with the community, City of Tacoma, Puyallup Tribe, nearby residents, and regional stakeholders on the Tacoma Tideflats Subarea Plan creating a shared vision and approach to land use and investment. During visioning sessions in 2021, stakeholders identified sustainable economic growth and environmental restoration as the community’s top land use priorities for the Tideflats. The reuse plans also align with and are driven by the Port’s mission, values, and goals outlined in the 2021-2026 Strategic Plan which center around environmental stewardship, economic vitality, and community connections. Strategic Plan strategies to advance these goals align with the reuse plans: 1) address contamination and protect human health; 2) reduce air pollution, emissions, and climate change impacts; 3) invest in stormwater quality improvements; 4) create and enhance wetlands and habitat; 5) strategically acquire property to stimulate new business and new living wage jobs; and 6) build stakeholder relationships through direct engagement. The Port solicited and incorporated community input into the Strategic Plan to ensure it reflects the goals and values of all stakeholders.

1.b.ii. Outcomes & Benefits of Reuse Strategy: Bringing Target Area brownfields back into productive use is critical for the economic health of the Port and region. Tacoma’s demand for industrial space continues to exceed its supply1. Using grant funds to prepare brownfields for reuse will fill the demand for industrial land and leverage the Port’s multiplier effect on job creation. Every job in the Port directly related to cargo movement supports an additional 2.9 jobs in the state—a rate higher than Washington’s aerospace industry and the agriculture and food processing sectors. At a job creation rate of 11 jobs per acre (based on a 2017 Economic Impact Analysis), reactivation of the 244-acre Central Peninsula Site alone has the potential to create 2,684 jobs in the Tideflats and an additional 5,100 associated jobs statewide2. New businesses will be incentivized to create living wage jobs as most of the Target Area is a designated “distressed area” where businesses can receive a $2,000 credit for each new employee with annual wages <$40K or $4,000 for each new employee with wages >$40K. Business in the Port generates over $100 million in annual state taxes that fund economic development from education and workforce development to infrastructure projects. In addition to stimulating new businesses and jobs, redevelopment of Target Area brownfields will expand this tax base and the community services the state can provide.

The Target Area and priority brownfields are surrounded by shoreline and tidal channels that present valuable opportunities to incorporate habitat restoration into brownfield redevelopment. The Brownfield Grant will allow the Port to acquire waterfront sites like 459 E 15th Street and the Marc Avenue Area high priority sites and develop plans for restoration. Since the 1980s, the Port has helped restore 21 habitat sites in the Tideflats, totaling 215 acres. The high priority reuse plans also include creation of public access greenspaces within the Target Area.

Redeveloped brownfield will access electricity infrastructure in the Tideflats, 85% of which is hydropower supplemented by nuclear, wind, biomass, and solar. The new Maritime Center will include energy efficiency measures such as solar and/or wind energy in line with the Port’s Sustainable Building Policy. Relocation of Port offices to the 459 E 15th Street brownfield will also reduce vehicle traffic, reducing emissions and improving air quality.

1.c. Strategy for Leveraging Resources: 1.c.i. Resources Needed for Site Reuse: The Port is a public agency eligible for a range of grants and other forms of brownfield assistance. Ecology is one of the best-funded state agencies for brownfield cleanup and reuse projects in the US. The Port has an

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2 per the Economic Impact Report (*cai.nwsa-marine-cargo-economic-impacts-2019.pdf (amazonaws.com) and Port Facilities Guide (nwsa_facilitiesservicestguide_digital_0.pdf (amazonaws.com)), 20,100 jobs are directly related to movement of containerized cargo, automobiles, breakbulk, logs, and other cargo, across 1,758-acres of marine cargo facilities.
excellent track record of leveraging Ecology funding, including 24 Remedial Action Grants to date, totaling over $38M for cleanups in the Tideflats. The Port is currently applying for a $300K Ecology Integrated Planning Grant for future cleanup of selected areas of the 459 E 15th Street high priority brownfield. Additional cleanup funding for the high priority brownfields and other sites is available as Ecology Remedial Action Grants and Loans, Area-Wide Groundwater Investigation Grants, and Oil Spill Restoration Funds. The Port can also use the EPA Brownfield Grant to leverage Ecology dollars to fund the green/clean redevelopment plans in the Tideflats, including grants for clean diesel, stormwater management, watershed restoration, and wetland conservation. The Port can leverage the Washington Dept. of Commerce Brownfield Revolving Loan Fund for cleanup and redevelopment projects, and Community Economic Revitalization Board (CERB) grants and loans that provide grants for port facilities, public buildings (like the new Maritime Center), stormwater management systems like those that will be integrated into brownfield redevelopment, and activities such as economic analysis to develop brownfield redevelopment strategies. The Port can also leverage Washington’s Wildlife and Recreation Program grants which funds projects that protect habitat and preserve working lands, and habitat restoration grants from federal agencies such as the National Oceanic and Atmospheric Administration and US Fish and Wildlife Service. The Port can leverage grants and loans for green building and energy efficiency on brownfields through the US Dept. of Energy and Washington Dept. of Commerce.

Along with the Brownfield Grant and these supplemental funding sources, the Port will use incentives to leverage private investment in Target Area brownfields. The Target Area is in a Community Empowerment Zone where businesses can receive tax credits for hiring new employees, including larger credits for hiring higher salaried employees. The Port will ensure that potential brownfield developers are aware of the range of tax incentives offered by the WA Dept. of Revenue to spur private development including deferrals, reduced business and occupation rates, exemptions, and credits.

1.c.ii. Use of Existing Infrastructure: The Target Area is served by road, rail, water, wastewater, sewer, natural gas, stormwater, and electrical (predominantly from hydropower and other renewable sources) infrastructure. Redevelopment of brownfields in the Target Area will efficiently use existing infrastructure by promoting infill development in an established industrial area, limiting the costs and impact of sprawl. Redeveloping the priority sites will include adaptive reuse of existing buildings when feasible. Utility providers including the City of Tacoma and Tacoma Public Utilities regularly evaluate expansion needs and allocate budget to meet those needs. If a need for expanded infrastructure for brownfield reuse is identified, funding is available from the Washington Dept. of Commerce and the US Economic Development Agency.

2. COMMUNITY NEED & COMMUNITY ENGAGEMENT
2.a. Community Need: 2.a.i. The Community’s Need for Funding: Due to economic conditions in the community that will be served by this grant, the Port must rely on outside resources for brownfield assessment, cleanup, and reuse. With their overlapping boundaries, economic conditions in the Target Area, Tacoma, and Puyallup lands are intertwined. Unemployment and poverty are impacting the ability of the Port and local stakeholders to invest in brownfield redevelopment. Poverty is prevalent in CT 602 (which includes most of the Target Area as well as residential areas to the south) where the poverty rate is nearly four times the statewide rate. Poverty in Tacoma and on Puyallup lands is also higher than statewide. In both the Target Area and on Puyallup Lands, the 5-year unemployment rate is nearly 50% higher than state and national rates.

<table>
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<tr>
<th>Table 1 Indicator*</th>
<th>Target Area (CT 602)</th>
<th>City of Tacoma</th>
<th>Puyallup Lands†</th>
<th>Pierce County</th>
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<td>Population</td>
<td>2,533</td>
<td>212,869</td>
<td>53,026</td>
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<td>5-Year Unemployment</td>
<td>5.0%</td>
<td>3.3%</td>
<td>5.0%</td>
<td>3.3%</td>
<td>3.2%</td>
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<tr>
<td>Poverty Rate</td>
<td>41.8%</td>
<td>14.6%</td>
<td>11.8%</td>
<td>10.4%</td>
<td>10.8%</td>
<td>13.4%</td>
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Poverty and unemployment in the communities to be served by this grant translate to low tax revenues and a greater need for public services--17.6% of Tacoma households receive some form of cash public assistance compared to 11.9% in Washington and 11.7% nationwide. The Port levies a small property tax for selected expenses including environmental projects, but the roughly 450 acres of vacant potentially

* US Census American Community Survey 2019 5-Year Estimates
† Puyallup Reservation and Off-Reservation Trust Land (census.gov/tribal/?st=53&aiannhh=3000)
contaminated land in the Tideflats is not generating tax income or other forms of revenue. Maintenance, fencing, cleanup, and safety measures needed on brownfields in the Target Area are draining Port resources. This grant will help the Port safely redevelop brownfields to create living wage jobs for residents near the Target Area, increase tax revenues to be reinvested, and stimulate economic growth.

2.a.ii. Threats to Sensitive Populations (1) Health or Welfare of Sensitive Populations: The disproportionately large minority communities in the Target Area are facing poverty that is undermining their health and welfare. 42% of Tacoma residents and 65% of CT 602 residents are members of minority communities, compared to 32% statewide. The Target Area is in the 94th regional percentile for the EPA EJSCREEN Demographic Index, a combination of low-income and minority data. These communities are experiencing higher rates of unemployment, lower rates of healthcare access, higher risk of homelessness, and poor long-term health and wellness outcomes:

- The unemployment rate for CT602 Hispanic residents is 36.9% compared to 3.7% for white residents.\(^6\)
- 25.5% of CT602 residents have health insurance compared to 56.6% countywide.
- Homelessness in Tacoma increased by 22% between 2019 and 2020, and 46% of people experiencing homelessness in 2020 were minorities.\(^h\)
- Pierce County residents in areas with over 20% poverty such as the Target Area are 16 times as likely to die before age 75 than those in communities with less than 10% poverty.\(^d\)
- Sensitive communities near the Tideflats are disproportionately exposed to poor air and water quality and environmental contamination (Table 4).

The Port will use EPA Brownfield Grant funding to help alleviate poverty and unemployment by bringing stimulating creation of new business and living wage jobs with healthcare benefits in close proximity to these sensitive populations. Spurring economic development in the Tideflats using the grant funds will also increase state and local tax revenues to expand public services like job training programs, homeless services, and health services. Identifying and reducing brownfield contamination will help alleviate the disproportionate health burdens in the Target Area. Using grant funds to expand the community’s capacity to participate in reuse planning will ensure that plans align with local needs.

(2) Greater Than Normal Incidence of Disease & Adverse Health Conditions: 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, and rates of low birth weight and pre-term births are higher than statewide.

Suspected Target Area brownfield contaminants include solvents, heavy metals, lead and asbestos in old buildings, and petroleum. Exposure to solvents adversely impacts human development and reproduction and causes cancer. Asbestos exposure causes lung, ovarian, and laryngeal cancer. Lead in paint and leaded gasoline causes kidney disease. Petroleum exposure causes cancer and adverse reproductive impacts. The Port will use grant funds to identify brownfield contaminants and plan for

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\(^6\) US Census American Community Survey 2019 5-Year Estimates
\(^h\) https://www.piercecountywa.gov/DocumentCenter/View/92299/PIT-Count-infographic-2020---final
\(^i\) Pierce County Community Health Assessment 2019, Pierce County Chronic Disease Profile
\(^j\) https://www.atsdr.cdc.gov/ToxProfiles/tp18-c1-b.pdf
\(^k\) https://www.asbestos.com/mesothelioma/related-diseases/
\(^l\) Lead: Health Problems Caused by Lead, Centers for Disease Control and Prevention
\(^m\) https://www.atsdr.cdc.gov/ToxProfiles/tp69-c1-b.pdf
their cleanup, reducing potential exposure of Target Area residents to contamination and their potential disease-causing effects. The Port will also use the grant to develop brownfield reuse plans that continue to improve environmental quality by incorporating clean and green development practices in line with the Port’s Sustainable Building Policy.

(3) Promoting Environmental Justice (EJ): 64.8% of Target Area (CT602) residents are members of minority communities compared to 33.2% in Pierce County and 39.3% nationwide\(^n\). As discussed in Section 2.a.iii(1), communities near the Target Area are also disproportionately low-income. The EPA EJSREEn Indexes in Table 4 show that the minority and low-income residents near the Target Area suffer more exposure to and negative impacts of contamination than EPA Region 10 residents as a whole. EJ communities in Tacoma, especially near the Target Area, are disproportionately impacted by poor air quality as reflected in the EJSREEn Indexes for particulate matter, ozone, and risk indicators identified through EPA’s National Air Toxics Assessment (NATA). These communities also disproportionately share the negative environmental consequences of nearby industrial operations, as shown by the EJ Indexes for proximity to a Superfund site, hazardous waste treatment, storage, and disposal facilities, and wastewater discharge locations.

The Brownfield Grant and reuse strategy will promote EJ in and around the Target Area in line with the federal Justice40 Initiative by: 1) **Addressing legacy soil and groundwater contamination**: assessing and planning for cleanup of brownfields will reduce the cumulative burden of hazardous materials that local EJ communities are exposed to; 2) **Stimulating economic growth**: generating new business and living wage jobs will help historically underserved residents access healthcare and stable housing which will improve long-term health and wellness outcomes from educational attainment to life expectancy. Economic growth will improve tax revenues that can be reinvested in low-impact and green/clean redevelopment and technology, improving environmental conditions for these residents; 3) **Promoting clean/green practices during brownfield redevelopment**: reuse of a brownfield as the new sustainably built Maritime Center will help improve local air quality through energy efficiency measures and improved access for pedestrians and cyclists that will cut down on vehicle use and emissions. The Port will work with developers and tenants to incorporate clean/green features and policies into brownfield redevelopment plans that will improve air and stormwater quality, reduce impacts to climate change, and reduce the risk of exposure of the local community to contaminants; 4) **Environmental restoration**: The brownfield grant will help create reuse plans that include habitat restoration and creating safe community access to greenspaces for the local community; and 5) **Engaging EJ communities**: the Port will use the Brownfield Grant to work with partners to conduct outreach and education to expand the local EJ community’s capacity to participate meaningfully in brownfield revitalization.

### 2.b. Community Engagement: 2.b.i. Project Involvement: 2.b.ii. Project Roles: The Port will form a Brownfield Advisory Committee (BAC) inviting the organizations listed below and other relevant groups to join. The role of these organizations is to expand the community’s ability to participate in brownfield revitalization by: 1) working with the Port to build community capacity and understanding around brownfields and revitalization approaches; 2) encouraging community engagement by sharing project information through their preferred and effective channels such as standing meetings, social media, and newsletters; 3) providing input on remedial approaches to minimize impacts on surrounding areas; and 4) providing the Port with input from the organization and community on reuse plans.

### City of Tacoma: The City will help the Port with engagement and leveraging brownfield investment opportunities. Elly Walkowiak, Assistant Director, 253-591-5209, ewalkowiak@cityoftacoma.org.

### Puyallup Tribe: The Tribe will support engagement and provide input on brownfield cleanup and reuse plans that align with their goals. Char Naylor, Water Quality Manager, 253-680-5520, char.naylor@puyalluptribensn.gov.

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\(^n\) US Census American Community Survey 2019 5-Year Estimates
Tacoma Pierce County Health Dept: The Health Department will provide technical support evaluating the health impacts of brownfields and their cleanup/reuse. Rob Olsen, 253-649-1856, rolsen@tpchd.org.

New Tacoma Neighborhood Council (Jordan Burman, info@newtacomaneighbors.org) and North End Neighborhood Council (Yvonne McCarty, yvonne.mccarty@comcast.net): The Neighborhood Councils will provide input on brownfield cleanup and reuse from the local residents’ perspective.

Manufacturing Industrial Council for South Sound: The MIC will provide perspective on the economic and local business impacts of brownfield cleanup reuse plans. Frank Boykin, Jr., frankb@tacomachamber.org.

350 Tacoma: 350 Tacoma is a grassroots movement focused on climate justice and social justice. They will provide input on opportunities for brownfield redevelopment that support addressing the climate crisis and support community engagement. Janee Provahek, provaj@hotmail.com

Communities for a Healthy Bay: CHB is a local environmental group, engaging the community in the cleanup and protection of Commencement Bay. CHB will provide input on brownfield reuse to support environmental health of Commencement Bay/Puget Sound and will support engagement by sharing project information through their network. Marquis Mason: mmason@healthybay.org, Erin Dilworth: edilworth@healthybay.org.

Sea Scouts Youth Marine Foundation: Sea Scouts promotes citizenship and marine service experiences for local youth. They will provide input on opportunities for brownfield reuse to support youth training and workforce development. Monique Valenzuela, 253.572.2666, monique@tacomaymf.org.

Mi Centro: Mi Centro supports the wellbeing and engagement of Latinx and Indigenous communities. Mi Centro will provide engagement support to help ensure the grant project is meaningfully connected to local Latinx and Indigenous communities. Dr. Bernal C. Baca, Executive Director, bbaca@clatino.org, 253-572-7717, ex:101.

Tacoma Urban League: TUL’s mission is to assist Black and other underserved urban residents in achieving social equality and economic success. TUL will provide engagement support to help ensure the grant project is meaningfully connected to the local Black and underserved communities. TWina Nobles, President/CEO, president@thetacomaurbanleague.org, (253) 383-2007.

Asia Pacific Cultural Center: The APCC mission is connecting Asian communities through art, culture, education, and business. APCC will provide engagement support to help ensure the grant project is meaningfully connected to their network. Faaluaina Pritchard, Executive Director, faaluaina@asiapacificculturalcenter.org, 253-590-7457.

University of Washington School of Urban Studies: UW is interested in the intersection of brownfield reuse climate resilience. The Port will work with UW to obtain input on brownfield opportunities and plans and involve students when possible. Anne Taufen, Associate Professor, atw5@uw.edu, 253-692-4319.

WA Dept. of Ecology: Ecology will provide technical assistance as needed and will assist with leveraging additional funding. Margo Thompson, margo.thompson@ecy.wa.gov, 360-480-9301.

2.b.iii. Incorporating Community Input: On November 22, 2021, the Port held a virtual stakeholder meeting to share news of the grant application and solicits input. The Port presented the goals of the grant and facilitated a conversation on priorities and the importance of continued engagement. The Port will continue outreach upon grant award. Within the first two months of the grant, the Port will establish the BAC and work with this group to prepare a Public Involvement Plan (PIP) with methods and timelines for increasing the community’s capacity to participate in brownfield revitalization, effectively communicating project progress, and obtaining and processing community input. The PIP will include approaches for virtual outreach if needed due to COVID-19 restrictions.

The Port will host a public kickoff event when the grant is awarded, and a minimum of 3 additional public events during the grant term. Throughout the project the Port will update the community using fact sheets, press releases, and social media. The Port will solicit input using tools such as electronic polling at public events and interactive poster sessions, workshops, and charrettes. The Port will also present project information and provide opportunities for input at ongoing local meetings of project partners in Section 2.b.ii. Community input from meetings, surveys, and other communications will be gathered and tracked in an outreach spreadsheet or database saved in the project file and will be referenced and incorporated during preparation of cleanup and reuse plans. Community input received and Port responses will be summarized in the quarterly progress reports to EPA.

3. TASK DESCRIPTIONS, COST ESTIMATES & MEASURING PROGRESS:

3.a. Description of Tasks/Activities & Outputs: 3.a.i. Project Implementation; 3.a.ii. Anticipated Project Schedule; 3.a.iii. Task/Activity Lead; 3.a.iv. Outputs: The EPA-funded activities planned to address the priority brownfield sites in the Target Area are described below.
### Task 1: Project Management  
**Lead: Port with contractor support**

**Implementation:** The Port will procure a Qualified Environmental Professional (QEP) and work with them to monitor project scope, schedule, and budget. The Port is responsible for compliance with grant terms and conditions including reporting and drawdowns.

**Schedule:** The Port will procure an environmental contractor by November 2022. Monthly drawdowns, quarterly progress reports (QPRs), annual Disadvantaged Business Enterprise (DBE) and federal financial reports (FFRs), a final report, and all other reporting required by the Cooperative Agreement with EPA will be completed in accordance with Cooperative Agreement schedule requirements.

**Outputs:** 12 QPRs; Regular EPA Assessment, Cleanup, & Redevelopment Exchange System (ACRES) database updates; 3 DBE reports; 3 FFRs; 1 Final Project Closeout Report.

<table>
<thead>
<tr>
<th>Task 2: Phase I and II ESAs</th>
<th>Lead: Port will direct contractor</th>
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<tbody>
<tr>
<td><strong>Implementation:</strong> The Port will complete 8 Phase I ESAs and 5 Phase II ESAs. The Port will confirm site eligibility with EPA prior to all ESAs. Phase I ESAs will comply with the EPA’s All Appropriate Inquiry Rule and the ASTM E1527-21 standard. Prior to Phase II ESAs, the Port will direct the project contractor to prepare a project-wide Quality Assurance Project Plan (QAPP) and site-specific Sampling &amp; Analysis Plans (SAPs) for EPA approval, and complete Endangered Species Act and State Historic Preservation Act clearances and a site-specific Health and Safety Plan. The Port, supported the by the contractor, will discuss the findings of ESAs and next steps with property owners and stakeholders.</td>
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<tr>
<td><strong>Schedule:</strong> 1 QAPP: complete by 12/2022. 8 Phase I ESAs: 3-4/year of grant term; 5 Phase II ESAs: 2-3/year during the grant term.</td>
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<tr>
<td><strong>Outputs:</strong> Eligibility forms; QAPP and SAPs; Access agreements; Health and Safety Plans; Phase I and II ESA reports.</td>
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<table>
<thead>
<tr>
<th>Task 3: Community Engagement</th>
<th>Lead: Port with BAC and contractor support</th>
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</thead>
<tbody>
<tr>
<td><strong>Implementation:</strong> The Port will begin the process to establish the BAC upon notice that EPA Brownfield Grant funds will be awarded so that it is in place to guide engagement as soon as grant funds are available. The BAC will guide the community engagement task which will include: (1) at least 3 BAC meetings per year; (2) at least 4 grant-related community events; (3) outreach materials; (4) solicit, consider, and respond to community input; and (5) coordinate meetings with property owners to encourage brownfield reuse and participation in the project.</td>
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<tr>
<td><strong>Schedule:</strong> Community Engagement milestones from project start: 1) PIP and public kickoff meeting in first 3 months; 2) hold at least three additional grant-related community events, one per grant project year; 3) three BAC meetings per year throughout the grant term.</td>
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<tr>
<td><strong>Outputs:</strong> 1 PIP; Public (4), BAC (quarterly), and stakeholder (regular) meetings, presentations, handouts, and notes; 2-3 Press releases, 2-3 fact sheets, regular social media posts, and other educational/outreach materials.</td>
<td></td>
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</tbody>
</table>

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<thead>
<tr>
<th>Task 4: Cleanup &amp; Reuse Planning</th>
<th>Lead: Port will direct contractor</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Implementation:</strong> The Port plans to conduct cleanup/reuse planning on five high-priority brownfields. These plans may include environmental remediation plans, Analysis of Brownfield Cleanup Alternatives (ABCAs), cleanup cost estimates, obtaining cleanup contractor bids, conceptual designs, planning studies to evaluate site reuse options, and market analyses to evaluate reuse option feasibility of reuse options.</td>
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<tr>
<td><strong>Schedule:</strong> The Port anticipates completing 2-3 site specific cleanup/reuse plans per year through the grant term.</td>
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<tr>
<td><strong>Outputs:</strong> Five site-specific brownfield cleanup and/or reuse plans.</td>
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</tbody>
</table>

#### 3.b. Cost Estimates:
The scope of work is divided into four tasks as detailed below. Port personnel costs are based on an estimated average rate of $95/hour ($60 salary and $35 fringe). Qualified Environmental Professional (QEP) contractor costs are based on estimated average rate of $175/hour. The Port has allocated grant budget for personnel/fringe for 504 hours (~168 hours/year). The Port will allocate 90 hours (30 hours/year) of staff time to the grant and will track any time beyond the budget in the table below as an in-kind contribution. Itemized costs for each task are presented below.

**Task 1: Project Management:** **Personnel/fringe:** $8,550 (90 hrs x $95/hr); **Travel/Training:** $4,188: Two Port staff attend 1 national & 1 local brownfield conference (National conference costs: airfare [$600/each, $1,200 total], conference fees [$200/each, $400 total], 2 nights hotel [$199/each/night, $796 total], 3 days per diem [$64/each/day, $384 total], $2,780 total. Local conference costs: mileage
such

[400 miles round trip/$0.57/mile, $228], 2 nights hotel [$199/each/night, $796 total], 3 days per diem = [$64/each/day, $384 total], $1,408 total). **QEP $29,925:** (171 hrs at $175/hr).

**Task 2: Engagement:** **Personnel/fringe:** $8,550 (90 hrs x $95/hr). **QEP $25,200:** (144 hrs at $175/hr).

**Task 3: ESAs: Personnel/fringe:** $7,030 (74 hrs x $95/hr). **QEP:** $262,432: (Master QAPP ($3,500); 8 Phase I ESAs ($4,945/each = $39,560); 5 SAPS/HASPs/Endangered Species Act/SHPO clearances ($6,000 per site = $30,000); 5 Phase II ESAs ($37,874.40/each [driller $7,999.40/site, lab $6,000/site, QEP labor and expenses $23,875/site]).

**Task 4: Planning: Personnels/fringe:** $23,750 (250 hrs x $95/hr). **QEP:** $130,375: (149 hrs x 5 plans x $175/hr).

<table>
<thead>
<tr>
<th>Budget Categories</th>
<th>Task 1 Project Mgmt.</th>
<th>Task 2 Engagement</th>
<th>Task 3 ESAs</th>
<th>Task 4 Planning</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personnel</td>
<td>$5,400</td>
<td>$5,400</td>
<td>$4,440</td>
<td>$15,000</td>
<td>$30,240</td>
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<tr>
<td>Fringe Benefits</td>
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<td>$3,150</td>
<td>$2,590</td>
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<tr>
<td>Travel</td>
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<td>$0</td>
<td>$0</td>
<td>$4,188</td>
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<tr>
<td>Equipment</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td>Supplies</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Contractual</td>
<td>$29,925</td>
<td>$25,200</td>
<td>$262,432</td>
<td>$130,375</td>
<td>$447,932</td>
</tr>
<tr>
<td>Other</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td><strong>Total Direct Costs</strong></td>
<td><strong>$42,663</strong></td>
<td><strong>$33,750</strong></td>
<td><strong>$269,462</strong></td>
<td><strong>$154,125</strong></td>
<td><strong>$500,000</strong></td>
</tr>
<tr>
<td><strong>Total Indirect Costs</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
<td><strong>$0</strong></td>
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</tr>
</tbody>
</table>

**3.c. Measuring Environmental Results:** Project outputs and short- and long-term outcomes will be tracked and reported to EPA via QPRs, ACRES and the Final Close-Out Report. QPRs will list goals accomplished and activities planned for the next quarter. At a minimum, the Port will track the following **outputs:** (1) # of approved sites; (2) # of Phase I ESAs; (3) # of Phase II ESAs and building materials surveys; (4) # of ABCAs and/or cleanup plans; (5) number of site and area reuse plans such as conceptual designs, brownfield inventories, economic feasibility studies, and redevelopment roadmaps; and (6) # of community/stakeholder meetings. 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 also track short- and long-term outcomes such as: (1) # of sites and acres cleaned up and/or redeveloped; (2) # of property transfers; (3) private investment/leveraged funding; (4) # of new businesses and jobs created on former brownfields; (5) increase in property value/tax-based revenue; (6) green/clean stormwater, air, and energy aspects of brownfield reuse projects; (7) acres of habitat restored, species served/protected. The Port will update ACRES beyond the project end date to ensure outcomes are captured as priority brownfields are redeveloped.

**4. PROGRAMMATIC CAPABILITY & PAST PERFORMANCE: 4.a. Programmatic Capability**

**4.a.i. Organizational Capacity and 4.a.ii Organizational Structure:** The Port has sufficient capacity for all technical and administrative tasks associated with successfully managing an EPA Brownfield Grant. Port staff have expertise in areas relevant to this project including environmental, engineering, planning, outreach, legal, finance, and grant management. Port staff have experience moving brownfields from the initial assessment and planning phases through the redevelopment process, and the capacity to managing 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 $500K. The Port has a human resources department with experience and expertise to recruit replacements for any staff that depart during the grant term.

The grant project will be managed by Port Environmental Project Manager (PM), Sarah Weeks. Ms. Weeks will lead all grant activities, with support from Assistant PM Rob Healy. Ms. Weeks will oversee the procurement of a QEP to supplement the Port’s expertise and capacity. She will manage all work completed by the QEP. She will also reach out to project stakeholders to establish the BAC and will lead the BAC, which will meet throughout the project to provide community input and feedback and ensure completion in three years.
4.a.iii. Description of Key Staff: The Port has assembled a project team to oversee implementation of the brownfields assessment project. **Sarah Weeks, Port Environmental Project Manager:** Ms. Weeks will be the Port’s Project Manager. Since joining the Port in 2016, 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 also successfully managed Ecology Remedial Action and Integrated Planning Grant projects. Ms. Weeks will work closely with the Port’s Communications Dept. in conducting community outreach for the project. **Rob Healy, Port Senior Manager, Environmental and Planning Services:** Mr. Healy will serve as Assistant Project Manager. Mr. Healy has 25 years of experience and manages the Port’s environmental remediation portfolio for all Port owned property. He manages Port environmental cleanup sites and advises Port Real Estate regarding environmental liabilities prior to property acquisition. **Dierdre Wilson, Northwest Seaport Alliance (NWSA) Senior Planning Manager:** Ms. Wilson has 25 years of experience in planning and manages land use and transportation planning for the Port and NWSA (a joint agency of the Ports of Tacoma and Seattle). She managed development of the Port’s 2021-2026 Strategic Plan and is currently managing development of the Tacoma Tideflats Subarea Plan. Ms. Wilson will work with Ms. Weeks and Mr. Healy to ensure all re-use planning and area-wide planning are in alignment with greater organizational planning efforts and priorities. **Laura Guenthard, Port Senior Accountant:** Ms. Guenthard will serve as the financial manager for the grant, managing grant accounting, reporting and audit support. Ms. Guenthard has over 25 years of experience in accounting and finance and has been with the Port for over eleven years.

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

4.b. Past Performance & Accomplishments: 4.b.ii. Has Not Received an EPA Brownfields Grant but Has Received Other Federal or Non-Federal Assistance Agreements: **(1) Purpose & Accomplishments:**

**Washington Department of Ecology Remedial Action Grants:** The Port has been working for decades with Ecology to remediate legacy environmental contamination on Port-owned properties. To date, the Port has successfully managed $34 million in Ecology Remedial Action Grant funding, with outputs including remediation of 1,169 acres, redeveloping 21 sites including 215 acres of habitat and 10 public greenspaces. The Port has procured qualified environmental contractors and managed the completion of Quality Assurance Project Plans, cultural and environmental reviews, and environmental cleanup of soil, groundwater, and sediment impacted by petroleum and a range of hazardous substances including metals and chlorinated solvents.

**US EPA Diesel Emissions Reduction Act (DERA) Funding:** The DERA Program funds projects that improve air quality by reducing harmful emissions from diesel engines. Over the past decade the Port has received several grant awards totaling over $4.3 million. In the past 3 years, the Port has used DERA grant funds to generate the following outputs: 1) install shore power at marine terminals allowing container ships to plug into the grid and shut down auxiliary engines, greatly reducing emissions; 2) deploy 6 battery electric, zero emission terminal tractors; and 3) provide incentives to truck drivers to scrap pre-2007 trucks and replace them with cleaner and more fuel-efficient vehicles with the outcome of improving air quality.

**(2) Compliance with Grant Requirements:**

**Washington Department of Ecology Remedial Action Grants:** For each Remedial Action Grant received, the Port has complied with all workplans and schedules, and grant agreement terms and conditions. The Port has completed all required reporting within Ecology’s specified timeframes and has achieved the expected results of the grant awards. The Port maintains a strong and productive working relationship with Ecology’s Southwest Regional Office.

**US EPA Diesel Emissions Reduction Act (DERA) Funding:** The Port has achieved the expected results of this funding and has completed all required reporting for these grants and have not had any adverse findings related to compliance with grant requirements.
1. **APPLICANT ELIGIBILITY:**
The Port of Tacoma is a special purpose municipal government as established in Revised Code of Washington Title 53. Ports are established by a citizen vote and governed by an elected board of commissioners. Port districts in Washington State have a broad range of powers that are focused on economic development. Port district powers resemble county and city governmental powers including eminent domain, the power to levy taxes and special local improvement assessments, to create incidental park and recreation facilities, to cooperate with counties and cities in order to apply general police and traffic regulations to port properties and operations. Documentation of the eligibility of the Port of Tacoma is attached.

2. **DESCRIPTION OF COMMUNITY INVOLVEMENT:**
The Port and its community partners have a strong track record of effective community engagement, including recent engagement for the Tacoma Tideflats (Target Area) Subarea Plan. The Port will build on this outreach momentum, forming a Brownfield Advisory Committee (BAC) with representation by the community organizations listed in the grant application. The role of these organizations is to expand the community’s ability to participate in brownfield revitalization by: 1) working with the Port to build community capacity and understanding around brownfields and revitalization approaches; 2) encouraging community engagement by sharing project information through their preferred and effective channels such as standing meetings, social media, and newsletters; 3) providing input on remedial approaches to minimize impacts on surrounding areas; and 4) providing the Port with input from the organization and community on reuse plans.

Within the first two months of the grant term, the Port will establish the BAC and work with this group to prepare a Public Involvement Plan (PIP) with methods and timelines for increasing the community’s capacity to participate in brownfield revitalization, effectively communicating project progress, and obtaining and processing community input. The PIP will include approaches for virtual outreach if needed due to COVID-19 restrictions.

The Port will host a public kickoff event when the grant is awarded, and a minimum of 3 additional public events during the grant term. Throughout the project the Port will update the community using fact sheets, press releases, and social media. The Port will solicit input using tools such as electronic polling at public events and interactive poster sessions, workshops, and charrettes. The Port will also present project information and provide opportunities for input at ongoing local meetings of project partners including those identified in the grant application narrative. Community input from meetings, surveys, and other communications will be gathered and tracked in an outreach spreadsheet or database saved in the project file and will be referenced and incorporated during preparation of cleanup and reuse plans. Community input received and Port responses will be summarized in the quarterly progress reports to EPA.

3. **NAMED CONTRACTORS AND SUBRECIPIENTS**
The Port of Tacoma’s grant application does not name procurement contractors or subrecipients.

4. **EXPENDITURE OF ASSESSMENT GRANT FUNDS:**
The Port of Tacoma does not have an open EPA Brownfields Assessment Grant or Multipurpose Grant.