

## EPA Official Record

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**Notes ID:** F8A71EC4B7577CE785257AD80070FB62

**From:** Kimberly Tisa/R1/USEPA/US

**To:** cmyers@apexcoss.com

**Copy To:** ElaineT Stanley/R1/USEPA/US@EPA; Cynthia Catri/R1/USEPA/US@EPA

**Delivered Date:** 10/25/2012 12:44 PM EST

**Subject:** Re: South Terminal revised email to Chet

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▼ Cynthia Catri---10/25/2012 11:33:37 AM---Kim, OK, look at number 1 (and the others) and tell me if I got it right.

From: Cynthia Catri/R1/USEPA/US  
To: Kimberly Tisa/R1/USEPA/US@EPA  
Cc: ElaineT Stanley/R1/USEPA/US@EPA  
Date: 10/25/2012 11:33 AM  
Subject: South Terminal revised email to Chet

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Kim,

OK, look at number 1 (and the others) and tell me if I got it right.

▼ Cynthia Catri---10/24/2012 03:02:14 PM---What do you think of sending this out today? Chet,

From: Cynthia Catri/R1/USEPA/US  
To: Kimberly Tisa/R1/USEPA/US@EPA

Cc: ElaineT Stanley/R1/USEPA/US@EPA

Date: 10/24/2012 03:02 PM

Subject: South Terminal -- proposed followup email to Chet

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Chet,

Sorry, you were right and these questions were not sent to you yesterday. Here they are.

Following our call yesterday and your discussions with Kim this morning, in addition to responding to the questions posed on 10/22/12, please note the following and respond as appropriate.

1. Portion of vacant Shuster lot not currently covered by TSCA Determination (referred to as the "excluded portion"). We now understand the Commonwealth has proposed to perform the following work on this excluded portion due to structural considerations: Excavating all soil down to the high water mark, compacting as necessary to meet structural requirements, and backfilling, with additional compaction as may be required. Per the Commonwealth plan, PCBs greater than 25 ppm located within the South Terminal main facility area will be removed and properly disposed of offsite. We also understand that the excluded portion is currently privately owned and will remain privately owned and that the Commonwealth will be acquiring the vacant Shuster lot (Map 31, Lot 288) except for the excluded portion.

While there were no samples specifically collected within the excluded portion, EPA highly recommends that it may be in the Commonwealth's interest to either characterize, excavate and properly dispose of the soils excavated from the excluded portion or excavate and dispose of the soils as a  $\geq$  50 ppm PCB waste in accordance with § 761.61(b) rather than placing it back into the excavated area.

2. Based on the 21E, Phase 1 assessments provided to EPA on 10/1/12, there are findings and RECs concerning the presence of contamination. EPA highly recommends that the Commonwealth pursue due diligence by conducting further investigations on any parcel where a finding or REC was noted in the 21E assessments, and that remediation, if contamination is found, occur in accordance with 21E, and with EPA's TSCA program if PCBs are found. At a minimum, this includes the Radio Tower parcel and the debris on the Hathaway parcel (Parcel 30) and the former Dartmouth Finishing site (Map 21, Lot 45). If EPA's Final Determination approves this Project, these requirements will be a condition of that Determination.

3. In addition to No.2 above, EPA would like to be advised if any of the contaminants/pollutants are hazardous waste as characterized by either a RCRA TCLP test or by the RCRA 20 times rule.

4. As EPA understands, the mitigation plan includes development of a salt marsh at River's End Park. As you know, under EPA's Superfund Program, remedial work was conducted and a salt marsh was established. However, PCB concentrations potentially are present in the Commonwealth's proposed mitigation area. If PCBs are present in this area, coordination with both EPA's Superfund and TSCA programs will be necessary. If EPA's Final Determination approves this Project, a requirement for submittal of a sampling plan and sediment removal plan (as applicable) will be a condition of that Determination.

5. Please confirm that the Radio Tower parcel (Map 31, Lot 234) will not be used for heavy loading and is considered an ancillary property to be used for storage purposes.

6. We understand the eastern paved portion of the Shuster lot (Map 31, Lot 263) will now be included in the main terminal facility and that a ramp will likely be constructed to connect the vacant Shuster parcel to the paved Shuster

parcel (eastern area of the active Shuster Site), which will be used for certain loading activities. Please describe the materials that will be used to construct the ramp. Also please confirm that the Commonwealth will maintain and monitor the paved area of the Shuster lot, the paved area on Lot 7, and the transportation corridor referred to as the Blackmer St. extension in the same manner as the Commonwealth committed to do for the transportation easements in its October 17 submittal.