NARRATIVE INFORMATION SHEET

1. Applicant Identification: Lorain Port Authority
   319 Black River Lane
   Lorain, Ohio 44052

2. Funding Requested:
   a. Assessment Grant Type: Community-wide Assessment Grant
   i. $500,000
   ii. Not Requesting Site-Specific Waiver
   b. Federal Funds Requested:

3. Location:
   a. City: City of Lorain
   b. County: Lorain County
   c. State: Ohio

4. Target Area and Priority Site/Property Information
   a. Target Area: Expanded Lorain Harbor Area-wide Planning Corridor
   b. Census Tracts: 222, 224, 230, 973
   c. Priority Sites:
      Stein Property (Henderson Drive), Rowland Property (2001 Henderson Drive), Former Lorain Municipal Landfill (Root Road), Former Ohio Edison Edgewater Plant Substation (Oberlin Ave./W. 2nd)

5. Project Contacts:
   Project Director
   Tiffany McClelland
   Economic Development Director
   Lorain Port Authority
   319 Black River Lane
   Lorain, Ohio 44052
   (440) 204-2269
   tmcclelland@lorainportauthority.com

   Chief Executive
   Brad Mullins
   Chairman, Board of Directors
   Lorain Port Authority
   319 Black River Lane
   Lorain, Ohio 44052
   (440) 204-2269
6. Population:  
City of Lorain:  
65,211 (2020 Census)

7. Other Factors Checklist:

<table>
<thead>
<tr>
<th>Description</th>
<th>Page #</th>
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<tbody>
<tr>
<td>Community population is 10,000 or less.</td>
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<tr>
<td>The applicant is, or will assist, a federally recognized Indian tribe or United States territory.</td>
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<td>The priority brownfield 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 the priority site(s) is contiguous or partially contiguous to the body of water, or would be contiguous or partially contiguous with a body of water but for a street, road, or other public thoroughfare separating them).</td>
<td>1,2</td>
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<tr>
<td>The priority site(s) is in a federally designated flood plain.</td>
<td>2</td>
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<tr>
<td>The reuse of the priority site(s) will facilitate renewable energy from wind, solar, or geothermal energy.</td>
<td>2,3</td>
</tr>
<tr>
<td>The reuse of the priority site(s) will facilitate energy efficiency measures.</td>
<td>3</td>
</tr>
<tr>
<td>30% or more of the overall project budget will be spent on eligible reuse planning activities for priority brownfield site(s) within the target area.</td>
<td></td>
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<tr>
<td>The target area(s) is located within a community in which a coal-fired power plant has recently closed (2011 or later) or is closing.</td>
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8. Letters from State Authority:

Letters from Ohio EPA and the Ohio State Fire Marshall Bureau of Underground Storage Tank Regulations (BUSTR) are Attached
November 19, 2021

U.S. Environmental Protection Agency, Region 5
ATTN: Matt Didier
77 West Jackson Boulevard
Mail Code SB-SJ
Chicago, IL 60604-3507

RE: Lorain Port Authority Community Wide Assessment Grant Proposal

Dear Mr. Didier:

I am pleased to offer Ohio EPA’s support for the Lorain Port Authority (LPA) Community Wide Assessment Grant Proposal. The LPA is applying for a community wide assessment grant totaling $500,000.

The funding the LPA is requesting under their community wide assessment grant proposal will be used to conduct Phase I and Phase II Environmental Site Assessments, asbestos and lead based paint surveys, along with risk assessments, environmental planning and engineering activities to support the redevelopment of brownfield properties. The LPA will focus on sites within the Expanded Lorain Harbor Area-wide Planning Corridor in central Lorain. If awarded, this grant would allow LPA to assess sites that they may have not considered in the past, allowing for redevelopment of vacant and underutilized space throughout the area.

We look forward to working with the Lorain Port Authority and U.S. EPA on this project. If you have any questions, please do not hesitate to contact me at 614-644-2295 or via e-mail at Lisa.Shook@epa.ohio.gov.

Sincerely,

Lisa Shook
Lisa Shook, Manager
Ohio Environmental Protection Agency
Voluntary Action Program

cc: Tiffany McClelland, Director of Economic Development, Lorain Port Authority
    Natalie Oryshkewy, Ohio EPA, DERR/NEDO
November 8, 2021

John Jurevis
U.S. Environmental Protection Agency, Region 5
77 West Jackson Boulevard
Mail Code SE-7J
Chicago, IL 60604-3507

RE: Lorain Port Authority Community-Wide Brownfield Assessment Grant Proposal

Dear Mr. Jurevis:

This letter acknowledges that the Lorain Port Authority notified the Office of the Fire Marshal, Bureau of Underground Storage Tank Regulations (BUSTR) of its plans to use the $300,000 grant proposal for a community-wide brownfield assessment for petroleum waste and hazardous substances investigation. The targeted areas for this grant include the Expanded Lorain Harbor Area-Wide Planning Corridor, the downtown corridor along Broadway Avenue and the commercial/industrial corridor along Colorado Avenue. Most of the target areas are located within the Black River Area of Concern as designated by the federal government. Goals of the grant include assessment of blighted areas, improving and protecting the Black River and Lake Erie, to improve infrastructure, promote green spaces and to encourage reuse of existing buildings. The assessments performed with the brownfield grants will help leverage additional grants and investments.

I am pleased to offer BUSTR's support for the Lorain Port Authority Community-Wide Brownfield Assessment Grant proposal. We look forward to working with the Lorain Port Authority and the U.S.EPA on this project.

Sincerely,

Steven Krichbaum
Bureau Chief - BUSTR
Division of State Fire Marshal
Ohio Department of Commerce

cc: Site File
Tiffany McClelland, Lorain Port Authority
1. **PROJECT AREA DESCRIPTION AND PLANS FOR REVITALIZATION:**

**a. Target Area and Brownfields:**

i. **Background & Description of Target Area:** The city of Lorain is located on the southern shore of Lake Erie at the mouth of the Black River in northeast Ohio approximately 30 miles west of Cleveland. Lorain is an urban city with a population of 65,211\(^1\) and is the ninth largest city in the state of Ohio. Lorain was known as the “steel city” based on its steel manufacturing that supported local automobile and ship building industries. Between 1940 and 1980, Lorain’s population nearly doubled from 44,125 to 75,416 due to the demand for manufacturing workers. Unfortunately, this trend did not last. The AmShip Yard closed in 1983, StoneCo closed in 1999, Lorain Pellet Terminal relocated to Cleveland in 2003, the Ford Plant closed in 2005, and Republic Steel and U.S. Steel plants have significantly downsized their personnel from a high of 20,000 employees to a current estimate of 200 employees. The significant loss of jobs caused Lorain’s entire economy to collapse. The city continues to grapple with high unemployment (6.2\(^%\)\(^2\)) and high poverty rates (25.1\(^%\)\(^1\)), as well as 250 vacant commercial and industrial buildings and more than 500 acres of brownfields identified in our U.S. EPA-funded 2019 brownfields inventory. The continued revitalization of these brownfields are top local priorities. Our community implemented a comprehensive U.S. EPA Area-Wide Planning Grant effort awarded to Lorain County in 2017. With a solid track record of tackling complicated brownfields, along with the **May 2018 Lorain Harbor Area-Wide Planning Report** recommendations to pursue, the Lorain Port Authority is well-positioned to take on this next set of brownfield challenges. Our target area encompasses the Lorain Harbor Area-Wide Planning Grant study area with expanded boundaries to include adjacent properties on two commercial corridors. This target area is almost entirely within Lorain’s designated Opportunity Zone that we expect will help prompt redevelopment, especially as a result of the finance and investment strategy recommendations we received through recent U.S. EPA’s Office of Community Revitalization technical assistance.

The target area for this grant, the **Expanded Lorain Harbor Area-wide Planning Corridor** in central Lorain, contains 1,577 acres and includes properties on Lake Erie and land along the lower four miles of the Black River, the 1.8 mile downtown corridor on Broadway Ave. from St. Rte. 6 south to 28th St., and a 2.5 mile commercial/industrial corridor along Colorado Ave. from the lake to Parker Marine at the south. The area includes hundreds of acres of vacant and underutilized former industrial properties along the federally-maintained Black River deep water navigational channel and a variety of vacant storefronts and gas stations in struggling commercial districts, as well as some residential neighborhoods. (It is noteworthy that the city’s main commercial thoroughfare through downtown has over 100 vacant buildings.) Our target area is within the federally designated Black River Area of Concern (AOC) originally established because of poor ecological and water quality conditions caused primarily from past industrial sources. The area is comprised of four Census tracts (222, 224, 230, 973) with 14,641 residents\(^1\), of which 49.7\(^%\) are minority populations\(^1\) and 32.7\(^%\) live below the poverty line\(^3\). These neighborhoods are especially hard-hit from job losses and disinvestment. This high concentration of brownfields exists within and near neighborhoods where the city’s most poor and sensitive populations reside. These sites threaten the health and safety of nearby residents, as well as the environment, and must be addressed.

ii. **Description of Priority Brownfield Sites:** Our target area inventory includes 160 properties with environmental records and over 100 vacant buildings along the downtown corridor. Our highest priority sites initially identified and ranked through our 2019 brownfield inventory process include a steel slag stockpile yard, property once used by an oil company, a former

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\(^1\) Census 2020; \(^2\) Ohio Dept. of Jobs & Family Services 9/2021 rate; \(^3\) 2015-2019 American Community Survey

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Lorain Port Authority

FY22 U.S EPA Community-Wide Brownfields Assessment Grant Application

December 2021
municipal landfill, and a former electrical substation. The first three sites were identified as catalyst properties in the Area-Wide Plan. Other prospective sites for assessments include gasoline stations, service garages, dry cleaners, and machining facilities. All four priority sites have a portion of land within the coastal/100-year floodplain according to the FEMA National Flood Hazard Layer Firmette. **Priority Site Descriptions:** The **Stein Property** (Henderson Drive) is a 60-acre former slag stockpile yard along the Black River ideal for future industrial development and marine commerce opportunities. The property is inactive and slag piles remain. Single-family homes are nearby, and one home is less than 500 feet away. Suspected contaminants at this property include polynuclear aromatic hydrocarbons (PAHs) and metals. Across the river is the **Rowland Property** (2001 Henderson Drive), a 34-acre former truck transfer facility and oil company storage/transfer area. Two large aboveground storage tanks were present from 1994-2003/2004. Petroleum products, volatile organic compounds (VOCs), PAHs, total petroleum hydrocarbons (TPH), and metals are suspected contaminants at this property. This property is ideal for future industrial development due to river and rail access. Private owners of the Stein and Rowland properties agreed to provide access for assessments, and we have had positive conversations regarding future acquisition for redevelopment. Understanding site contamination and other environmental constraints will facilitate the transformation of these properties into productive use. The **Former Lorain Landfill** (Root Road) is a 228-acre property where municipal solid waste, sewage sludge, and industrial organic residues were placed from 1963-1975. This property is along the Black River and residential homes are less than 500 feet away. Access gates are closed due to illegal dumping. Property redevelopment considerations include a motorsports park, passive recreational/habitat area, and solar field. The city of Lorain owns the landfill and will provide access for assessments. We are unaware of the environmental conditions, but we could encounter metals, fuels, oils, TPH, PAHs, benzene, toluene, and other hazardous substances. The **Former Ohio Edison Edgewater Plant Substation** (Oberlin Ave./W. 2nd) is a 24-acre vacant, former substation facility on the Lake Erie waterfront ideal for a variety of industrial or mixed-use purposes. Environmental conditions are unknown, but the site could contain hazardous substances and PAHs. Nearby residents are within 100' of the property and it is less than 50' from a small slip access to Lake Erie. The city owns most of the site and the Port Authority can readily gain access. Ohio Edison owns a small parcel and has cooperated with access and redevelopment interest.

**b. Target Area Revitalization:** i. **Reuse Strategy & Revitalization Plans Alignment:** Community leaders recently completed several intense planning efforts that resulted in significant analyses of our strengths and challenges, and established consensus on redevelopment priorities and ideal property reuse plans. Through these efforts, catalyst properties were identified and targeted for new and improved uses. The Stein and Rowland properties are ideal for marine-dependent industrial development. The Former Lorain Landfill is well suited for recreational activities, including use as a motorsports venue currently being contemplated, as well as an open green space/habitat area and solar field. The Former Edgewater Plant Substation property and other Lake Erie waterfront properties are being considered for potential mixed-use venues to maximize their Lake Erie views and complement the nearby 36-acre pellet terminal site being considered for townhouses and restaurants with improved greenspace. Reuse for other target area properties vary and many will be revitalized into commercial or greenspace venues.

The 2019 City of Lorain Brownfields Inventory, prepared by the Port Authority with input from local partners, identified and prioritized the properties named in this grant application. Our target area and priority site reuse plans are in complete alignment with Lorain's land use and
revitalization plans: May 2018 Lorain Harbor Area-Wide Planning Report - This plan was funded through a 2017 U.S. EPA Area-Wide Planning Grant awarded to Lorain County. It analyzed a study area that we adopted (and increased slightly) as our target area. It named seven catalyst sites, three of which are our priority brownfield sites: the Stein, Rowland, and Former Landfill properties and our reuse plans for these properties advance the recommendations in this plan established through an intense public involvement process. 2016 Lorain Comprehensive Land Use Plan Update – The Comprehensive Plan and zoning ordinance updates in this plan align perfectly with the Stein, Rowland, Former Landfill, and Former Substation properties. A primary conclusion of this process, and one that we are moving forward through this assessment grant, is to focus on Lorain’s unique Lake Erie and Black River waterfronts, as they will serve as catalysts and connectors to the historic downtown while providing waterfront recreation opportunities. October 2018 Lorain Port Authority Strategic Plan – This five-year plan outlines our goal to become the economic development leader in the city and building out incentive programs. It calls for focused efforts on properties within our target area and for the Port Authority to take a leadership role with brownfields.

ii. Reuse Strategy Outcomes & Benefits: Once environmental conditions are understood through grant-funded assessments and remedial planning, we expect the priority brownfield properties, and other brownfields in the commercial corridors, to soon contribute to Lorain’s expanding economy. There is renewed interest in locating and expanding businesses in our city, especially on waterfront properties within our target area. As the demand for deep water port-accessible properties increases, the Stein and Rowland properties are receiving renewed interest by industrial manufacturers with energy efficient water-dependent material loading/offloading needs. We anticipate that these end uses will create dozens of much-needed jobs in our target area and involve multi-million dollar investments. The developer of the potential motorsports park on the Former Lorain Landfill is considering an $8 million initial investment that could bring 10-25 jobs to the city. A portion of the landfill could be ideal for green space and habitat improvement opportunities, and we will continue to explore using a portion of the landfill for a solar array. Conversion of the Former Substation for potential mixed-use development with enhanced greenspace will maximize its Lake Erie view and complement the city of Lorain’s nearby pellet terminal residential/commercial redevelopment plans. These projects will create jobs and help increase property values in this disadvantaged community.

We believe strongly that our reuse strategies are realistic, especially considering anticipated and recent investments in the area. The Port Authority is in the final stages of a land sale for a $35 million cold storage warehouse facility in the Riverbend Commerce Park (within the target area and adjacent to the landfill) and we are in discussions with other interested end users in the target area for development investments ranging from $5 million to $20 million. Recent target area investments include a $3.9 million downtown streetscape improvements, $9.8 million renovated downtown historic hotel/conference center, and $4 million investment by the Shipyards condominium complex for an event center and other amenities.

c. Strategy for Leveraging Resources; i. Resources Needed for Site Reuse: This U.S. EPA grant will move forward recommended actions developed through U.S. EPA’s 2017 Area-Wide Planning Grant implemented by Lorain County and will leverage millions in previous and anticipated investments in the city. As documented in ACRES, our FY16 and FY12 U.S. EPA brownfield assessment grants leveraged more than $21.3 million in brownfield cleanup and redevelopment investments. This includes private investments to redevelop commercial and manufacturing facilities that brought jobs back to our community. We are committed to continuing this momentum and will work diligently to facilitate property cleansups and
redevelopment in support of our reuse plans.

The state of Ohio is establishing a new $350 million brownfield cleanup program and a $150 million demolition program. While the program guidance and applications are not anticipated to be released until December 2021, we anticipate that the Stein and Rowland properties will be strong fits with the remediation program, as the program is expected to also help fund acquisition costs. If an end user is identified that can commit to having at least 20 full-time equivalent jobs, we will also consider the JobsOhio Revitalization Program. The Ohio Brownfield Fund could be a good fit for low-interest loans for remediation activities at the Former Lorain Landfill or the Former Ohio Edison Edgewater Plant Substation. As an Ohio port authority, we can apply for and accept funding for economic development.

Our target area and all priority sites are in the federally designated Opportunity Zone. We will market priority sites following Opportunity Zone finance and investment strategy recommendations for the Port Authority made by U.S. EPA’s Office of Community Revitalization. Programs that might be a good fit for other projects in our target area for which we are eligible to apply include the Abandoned Gas Station Cleanup Fund; Ohio EPA Targeted Brownfield Assessments and Technical Assistance; JobsOhio Inclusive Project Planning Program and Vibrant Communities Program; and other remediation and development grant and loan programs. We will continue to work with private investors and banks, other government agencies, and community organizations to help secure investments, grants, and financing for additional assessment, demolition, cleanup, and redevelopment (including new building/facility construction). The Port Authority’s programs for construction financing, Property Assessed Clean Energy Program, and Tax Increment Financing could be strong fits for our target properties. To continue to improve our target area, we will advocate for, and pursue as appropriate, transportation and infrastructure program funding, Great Lakes Restoration Initiative grants, historic tax credits, Lorain’s Capital Improvement Project funds, and HUD CDBG allocations. U.S. EPA’s assessment and remedial planning funds are important initial investments that open strong possibilities for subsequent leveraged funding.

ii. Use of Existing Infrastructure: Grant-funded assessments will prompt revitalization of our priority sites within Lorain’s urban core where significant infrastructure investments have been made. All priority sites have ready access to roads, water, wastewater, natural gas, electric, and broadband services. Some properties have rail and marine commerce facilities. We are requesting planning dollars for infrastructure evaluations for the Stein and Rowland properties to fully understand current utility capacities and, if determined to be necessary, cost estimates to upgrade capacities for our planned industrial and mixed-use developments. Funding sources for those upgrades will be identified and could include programs through the Ohio Water Development Authority and the Ohio Public Works Commission.

Existing infrastructure at our priority sites is a major selling feature for prospective developers and end users and will make our properties competitive from a site selection standpoint due to significant cost avoidance and project schedule efficiencies. Priority sites will also benefit from several recent infrastructure investments within the target area, including the $3.9 million downtown streetscape improvements; $6 million Route 6, West, and East Erie Avenue improvements; $28 million Charles Berry Bascule Bridge improvements; $55 million Black River Tunnel (combined stormwater and sewage storage facility) that now provides adequate sewer capacity for all target area properties and nearly resolves combined sewer overflows; and $2.5 million federal navigation channel management that maintains deep water port access for several industrial properties, including our targeted Rowland and Stein properties. The renovated bridge is a primary connector over the Black River at the northern portion of
our target area. Streetscape improvements in the downtown business district along Broadway Avenue in our target area include upgrading water, sewer, and electrical infrastructure, and feature wider sidewalks and a focus on walkability, safety, and connectivity.

2. COMMUNITY NEED & ENGAGEMENT; a. Community Need; i. Funding Need: The significant loss of jobs over the last few decades devastated Lorain’s entire economy. We continue to face high poverty rates, high unemployment, and many other challenges due to economic conditions. These conditions are so severe that we are considered a “Distressed City” by the state of Ohio. The city of Lorain has a 25.1% poverty rate, more than twice the national rate. The city’s unemployment rate was 6.2% in September 2021, higher than state and national rates, though much better than our rate of 11.7% a year prior.

The Port Authority’s 1-mill operating levy passed in 2019 ensures stable funding for personnel and facility costs over the next five years, but our budgets are very tight, and as a small port authority, it is difficult to compete for many of the recently allocated infrastructure improvement programs. So far this year, we lost approximately $50,000 from reduced facility rental and boat tour fees due to a slow year from COVID. The city of Lorain is challenged with an over $1 million reduction in income tax revenue in the last few years as the steel mills continue to minimize their workforce and other facilities have closed or downsized. While the city received American Rescue Plan funds to relieve some of the financial burdens caused by the pandemic, there is a high demand for those dollars and the Port Authority did not receive any direct funding. We are not in a position to fund assessments, remedial planning, remediation, or redevelopment activities critical to our community’s economic recovery, but we have talented personnel resources motivated to continue to make improvements to our community for its disadvantaged residents. Our city, and especially our sensitive populations, will truly benefit from U.S. EPA’s funding.

ii. Threats to Sensitive Populations; (1) Health/Welfare:

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<th>Ohio</th>
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<tr>
<td></td>
<td>222</td>
<td>224</td>
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<td>973</td>
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<td>Population⁵</td>
<td>2,474</td>
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<td>Unemployment</td>
<td>9.2%</td>
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<tr>
<td>Poverty Rate</td>
<td>32.7%</td>
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<tr>
<td>Percent Minority⁵</td>
<td>38.4%</td>
<td>50%</td>
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<td>Median HH Inc.</td>
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<td>% HH SNAP</td>
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<td>23.3%</td>
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<tr>
<td>% Disability &lt;65</td>
<td>15.1%</td>
<td>21.9%</td>
<td>18.9%</td>
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Our entire target area is in the CDC’s highest Social Vulnerability Index category that considers 15 social factors. Our target area has a 49.7% minority population, comprised primarily of Hispanic and African American residents. The average poverty rate in the four Census tracts in our target area is 32.7% and the unemployment rate is 11.6%. An estimated 20.3% of the residents in our target area have a disability, there is a median household income of $30,924, and 31.7% of households rely on Supplemental Nutrition Assistance Program (SNAP) benefits. These statistics are all worse than the city as a whole and much worse than the state and national averages. Census tract 973 encompasses most of the west bank of the Black River in our target area and includes the downtown Broadway corridor that has the highest concentration of vacancies in the city. Residents in this Census tract have very high rates of unemployment (11.6%), poverty (38.7%), and disabilities (25.8%), and a very low median household income ($21,692). The 2019 Lorain County Community Health Assessment (LCCCHA) showed 13% of residents from Lorain and Elyria (a nearby city) did not have health

care coverage because they could not afford the premiums and also many had lost jobs or security, housing, and other basic needs.

These sensitive populations are near dozens of brownfield properties (our inventory recorded 160 sites with environmental records in the target area), placing them at disproportionate risks, as brownfields can affect the health and safety of residents. We see higher rates of vandalism and illegal dumping and other illicit activities on brownfield properties, resulting in dilapidated neighborhoods. It is noteworthy that the LCCHA found that only 53% of Lorain/Elyria residents considered their neighborhood to be "extremely or quite safe."

Through this U.S. EPA grant, we will identify and quantify environmental contamination and will complete remediation planning activities that will lead to property cleanup and the elimination of exposure pathways to humans and the environment. Remediating and redeveloping brownfields will reduce environmental contaminant exposure to the minority, low-income, disabled, and other sensitive populations in and near our target area. New investments, more job opportunities, and added greenspace areas for outdoor recreation will help improve the standard of living and quality of life for our many disadvantaged citizens. (2) Greater Than Normal Greater than Normal Incidence of Disease & Adverse Health Conditions: The LCCHA showed that county residents have a higher than national average rate of asthma (16% Lorain Co./14% Ohio & U.S.), diabetes, and obesity. The leading causes of death in Lorain County are cancer (31.8%), heart disease (30.5%), and chronic lower respiratory diseases (11%). Populations within our targeted Census tracts have a very high disability rate. The average percentage of the disabled population in the target area is 20.3% and ranges from 15.1% to 25.8%. Our highest rate of disabled citizens is twice the disabled population percentage in the U.S. These statistics are supported by the LCCHA that documented 38% of Lorain County adults were limited in some way because of physical, mental or emotional problems. Our entire target area has the two highest thresholds for asthma prevalence (>14.7%-20.5%, >12.8%-14.7%) according to CDC records in EnviroAtlas7. EnviroAtlas also shows that a portion of our project area has the highest threshold of non-cancer neurological risk (hazard index) due to cumulative air toxics. Poor environmental conditions can be linked to some of our local health challenges. Our target area showed the following percentiles in the state for air quality hazards from EJSCREEN8: particulate matter (88%), ground-level ozone (88%), air toxics cancer risk (87%), and respiratory hazard index (86%). Potential exposure to the identified asbestos, other particulates, and volatiles at our priority sites could contribute to this poor air quality. These and other likely contaminants found in our priority sites, including metals, hazardous substances, petroleum products, and lead-based paint, can present serious threats to human health through direct contact and ingestion and/or airborne exposure. Contaminants can cause cancer, respiratory problems, nerve and organ damage, immune system problems, and cognitive loss. Investigations from this assessment grant will help accurately identify and, if needed, prompt the removal of these contaminants and mitigate health impacts. Positive ripple effects within our community will include healthier residents, improved job opportunities and increased personal incomes, improved greenspace and recreational opportunities, and a better quality of life. (3) Promoting Environmental Justice: Properties within our target area are in and near Lorain's highest poverty and largest minority population neighborhoods. The residents in our target area are disproportionately affected by the negative environmental consequences of industrial activities. Our target area is within the 81st to 97th percentile (statewide comparisons)8 for all standard Environmental Justice Indexes. Our target area's proximity to major direct dischargers is in the 97th percentile in the state and 95th percentile nationally8. The target area's proximity to risk management plan sites is in the

7 EnviroAtlas – Target Area Review; 8EJSCREEN Report (V. 2020) - Target Area Polygon
94th percentile in the state and 87th percentile nationally. Our target area had two recent Toxic Release Inventory (TRI) releases (and eight TRI releases less than one-mile from our area), and 21 active and 22 inactive RCRA hazardous waste sites. The housing stock in our target area is mostly pre-1950s, giving us a 91st percentile in the state and 87th percentile nationally for lead paint indicators. Also, the Black River was a historically heavily polluted waterway, and while significant restoration work was completed recently through the Black River Area of Concern program, the river remains in an impaired status by Ohio EPA. For many years, it was known to host fish with massive tumors and lesions. Until 2016, there were restrictions on fish and wildlife consumption (such as turtles). Past subsistence fishing and trapping practices could have exposed residents in our target area to bioaccumulated toxins. While we have some indicators on the impact these releases and exposures have had on the health of our residents, we do not know the extent of these impacts. Assessments through this grant will lead to reduced contaminant exposure by our most vulnerable citizens through target area remediation. We hope these restoration activities will also inspire operating businesses in the area to be better environmental stewards.

b. Community Engagement; i. Project Involvement; ii. Project Roles: The following engaged project partners will be invited to participate in the Lorain Brownfields Working Group (Lorain BWG). We will kick off the Lorain BWG in summer 2022 to review prior work to be prepared to actively participate in the inventory update and site selection prioritization efforts beginning in fall 2022. We will ask the Lorain BWG to provide input on past site uses, cleanup planning, and ideal future uses; to share information about program plans with their organization and constituents; and assist with planning and implementing community involvement activities. The Lorain BWG will meet at least quarterly. Site selection prioritization factors considered by the Lorain BWG will include potential environmental contamination, public health/safety/nuisance concerns, environmental justice concerns, potential job creation and investments, planned renewable energy sources, energy efficiency measures, and infrastructure reuse.

<table>
<thead>
<tr>
<th>Partner Name</th>
<th>Point of Contact</th>
<th>Specific Project Role</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Lorain</td>
<td>Jack Bradley, jack_brady_at_cityoflorain.org, 440-204-2002</td>
<td>Public outreach and education assistance, support of city resources when necessary and feasible</td>
</tr>
<tr>
<td>El Centro de Servicios Sociales Inc</td>
<td>Victor Leandry, <a href="mailto:vleandry@lorainelcentro.org">vleandry@lorainelcentro.org</a>, 440-277-8235</td>
<td>Public outreach and education assistance in the target area, translation services, meeting host, general advocacy with an emphasis towards the Hispanic/Latino population</td>
</tr>
<tr>
<td>Charleston Village</td>
<td>Loraine Ritchey, 440-396-1047</td>
<td>Public outreach and education assistance, general advocacy with an emphasis towards the target corridor</td>
</tr>
<tr>
<td>Lorain Rotary</td>
<td>Dina Ferrer</td>
<td>Public outreach/education assistance to business community</td>
</tr>
<tr>
<td>East Side Block Watch</td>
<td>JR Lee, 440-258-6014</td>
<td>Public outreach and education assistance to residents</td>
</tr>
<tr>
<td>Lorain County Community College</td>
<td>Marcia Ballinger, <a href="mailto:mballinger@lorainccc.edu">mballinger@lorainccc.edu</a>, 440-366-4370</td>
<td>Public outreach and education assistance, translation services, reuse plan insights w/emphasis on workforce dev.</td>
</tr>
<tr>
<td>Black River AOC</td>
<td>Donald Romanacak, <a href="mailto:dromanacak@loraincounty.us">dromanacak@loraincounty.us</a>, 440-328-2323</td>
<td>Public outreach and education assistance, specifically in relationship to properties along Black River</td>
</tr>
<tr>
<td>Main Street Lorain</td>
<td>Max Schaefer, <a href="mailto:director@downtownlorain.com">director@downtownlorain.com</a>, 440-865-2421</td>
<td>Inventory and prioritization of sites assistance focused on economic development; advocacy for target area businesses</td>
</tr>
<tr>
<td>Lorain Historical Society</td>
<td>Barb Piscopo, <a href="mailto:bpiscopo@lorainhistory.org">bpiscopo@lorainhistory.org</a>, 440-245-2583</td>
<td>Public outreach and education assistance, meeting host, assistance with historical data research on properties</td>
</tr>
<tr>
<td>Oasis Marina at Port Lorain</td>
<td>Nate Moyer, <a href="mailto:nmoyer@oasismarinas.com">nmoyer@oasismarinas.com</a>, 609-217-1980</td>
<td>Local business owner insights to BWG as a private marina operator and development partner in target area</td>
</tr>
<tr>
<td>Industrial Realty Group, LLC (IRG)</td>
<td>Justin Lichter, <a href="mailto:jlichter@industrialrealtygroup.com">jlichter@industrialrealtygroup.com</a>, 805-207-1830</td>
<td>Developer insights/reuse plan info to BWG as a private development partner, specifically in the target corridor</td>
</tr>
</tbody>
</table>

iii. Incorporating Community Input: Incorporating successful outreach approaches from our
previous assessment grants, we will prepare and implement tailored communications plans to reach our target community stakeholders. Outreach activities will include quarterly email updates with items that can be posted on organization bulletin boards; annual published public notices for program meeting invitations; announcements at meetings, news releases, website and social media posts as needed for program events and milestones; and the establishment of public repositories for documents of high interest projects. We will conduct at least three annual public meetings to share information and gain input on plans. If COVID-19 remains a factor during our project period, we will conduct public meetings virtually on Zoom while live streaming to YouTube with a public engagement component. We have used this platform successfully over the last 18 months and will continue to seek and implement new ways to most effectively communicate and gain feedback while social distancing. Any in-person meetings will be conducted in ADA-accessible venues with on-site childcare supervised by adults. We will notify stakeholders about brownfield inventory refinement and assessment opportunities; actively solicit input and share progress on site selection, assessment, remedial planning, and reuse planning activities; and update stakeholders throughout project implementation. All comments received will be considered by the Port Authority and the Lorain BWG for program integration and this group will determine the best approach for responses, which could include a conversation with a follow up email or letter, a formal listing of comment responses distributed to all respondents, or other means for intentional and timely feedback. Our outreach activities will provide opportunities for all community members to review and comment on plans, whether they have computers or method of transportation. We will work with our community partners at El Centro or the Lorain Community College Foreign Languages Program upon request for interpreter or translation services. We routinely request public feedback on ideal communication methods and will adjust activities to best reach stakeholders.

3. TASK DESCRIPTIONS, COST ESTIMATES, AND MEASURING PROGRESS; a. Tasks, Activities, Outputs: The Port Authority will prepare a Work Plan and execute the Cooperative Agreement in summer 2022. We will solicit a request for qualifications (RFQ) for qualified environmental professionals (QEPs) in August 2022, complete the review and selection process by mid-September in compliance with applicable federal procurement regulations (2 CFR §200.318), and secure contracts with selected QEPs by October 2022. The Port Authority will complete daily management of grant-related activities, grant administration, and reporting. Personnel costs will be funded through our operating budget and we will dedicate 15% of the Project Director’s time and 10% of other staff time to grant-related activities. Tasks will be completed for work in our target area. All work will be completed within three years.

<table>
<thead>
<tr>
<th>Task 1 – Program Management and Community Outreach</th>
</tr>
</thead>
<tbody>
<tr>
<td>i. Implementation: Manage grant (quarterly reports via Assessment, Cleanup &amp; Redevelopment Exchange System [ACRES]; update entries in ACRES as tasks are completed; &amp; submit final project closeout docs); retain QEPs &amp; complete kickoff meeting, oversee QEP activities, including QAPP submittals/approvals; organize &amp; manage Lorain BWG; &amp; plan/implement outreach activities. Two individuals to participate in specialized training at brownfield conferences and seminars.</td>
</tr>
<tr>
<td>iii. Task/Activity Leads: Port Authority will lead; QEPs &amp; Lorain BWG will support. Input from public. Will work closely w/ U.S. EPA &amp; involve Ohio EPA, BUSTR, Lorain Co. Health Dept, others as needed.</td>
</tr>
<tr>
<td>iv. Outputs: Quarterly Lorain BWG meetings, QAPPs, quarterly emails, at least 3 annual public meetings, various outreach materials, ACRES reporting, quarterly &amp; final reports, conference attendance</td>
</tr>
</tbody>
</table>

| Task 2 – Brownfield Inventory Update & Planning Activities |

Lorain Port Authority
FY22 U.S. EPA Community-Wide Brownfields Assessment Grant Application
December 2021
i. Implementation: Work with BWG, QEPs, and public to refine brownfield inventory via desktop research &
com. outreach. Complete reuse planning/infrastructure evaluations for Stein, Rowland & 1 property TBD.

ii. Anticipated Schedule: Inventory refinement/prioritization for additional assessment/planning sites: primarily
Nov. 2022–May 2023; updates throughout project. Reuse planning/infrastructure evals: June 2023–July 2025.

iii. Leads: Port Authority will lead with support from QEPs and Lorain BWG. Input from public.

iv. Outputs: Updated map and database of inventoried brownfields; up to 3 reuse plans/infrastructure evals.

**Task 3 – Phase I Property Assessments (PIs)**

i. Implementation: Complete 20 PIs following AAI standards (ASTM Standard E1527-13) & Phase I Property
Assessment requirements under Ohio EPA VAP.


iii. Leads: Port Authority: Site Access, Eligibility Determination Documents, Oversight; QEPs: PIs

iv. Outputs: 20 PIs

**Task 4 – Phase II Property Assessments (PIs)**

i. Implementation: QEPs will prepare sampling & analysis plans (SAPs), health & safety plans (HASPs) and
10 Phase IIs meeting ASTM-1903-19/Ohio EPA VAP/Ohio’s BUSTR standards. Work can include asbestos
surveys and lead-based paint surveys.

ii. Anticipated Schedule: (upon QEP QAPP approval) ~January 2023 – August 2025.

iii. Leads: Port Authority: Site Access, Eligibility Determination Documents, PII Oversight; QEPs: PII, SAPs,
HASPs. Involvement w/ U.S. EPA, Ohio EPA, BUSTR, local & state health dept.

iv. Outputs: 10 PII, SAPs, HASPs

**Task 5 – Remedial Planning – Remedial Action Plans (RAPs) & ABCAs**

i. Implementation: Prepare RAPs & Analysis of Brownfield Cleanup Alternatives (ABCAs).

ii. Anticipated Schedule: June 2023 – August 2025.

iii. Leads: QEPs: RAPs & ABCA prep w/ Lorain BWG & public input. Review/approval by Port Authority.

iv. Outputs: 7 RAPs, 3 ABCAs

**b. Cost Estimates**

<table>
<thead>
<tr>
<th>Budget Categories</th>
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<th>3</th>
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</table>

**Task 1 – Program Management & Community Outreach:** Travel (based on previous costs for employees to 2
national and 1 state conference): 3 nights, 2 people, 2 national conferences @ $250/night = $3,000; 2
round trip flights, 2 people for @ $500/flight = $2,000; 2 overnight stays, 2 people, 1 state conference @
$150/night = $600; incidentals such as car rentals/taxis, parking, mileage, and other expenses = $900 =
$6,500. Supplies: Public notices 3 @ $100 = $300; Publications, printing/material, poster foam core costs =
$200 = $500; Contractual (for outreach): 45 hours @ average rate of $100 = $4,500; $11,500.

**Task 2 – Inventory Update & Planning:** Based on our prior grant experience & anticipated costs & needs for
inventory updates (100 hrs. @ average rate of $100/hr. = $10,000)/reuse planning/infrastructure evaluations
(50 hrs @ average rate of $100/hr. = $5,000 each x 3 plans = $15,000). Contractual: $25,000

**Task 3 – Phase I PAs:** Based on our prior grant experience & anticipated costs & needs, Contractual: 20 PIs
@ average cost of $4,500 = $90,000

**Task 4 – Phase II PAs:** Based on our prior grant experience & anticipated costs & needs, Contractual: 10
PIs @ average cost of $30,000 = $300,000

**Task 5 – Remedial Planning:** Based on our prior grant experience & anticipated costs & needs, Contractual:
7 RAPs @ typical cost of $9,000 = $63,000 & 3 ABCAs @ typical cost of $3,500 = $10,500; $73,500

**c. Measuring Environmental Results:** We will carefully track commitments made in our Work
Plan and record grant progress, budgets and schedules, and outputs and outcomes. We will submit quarterly, annual, and final reports to U.S. EPA and enter information into ACRES. Tracked outputs will include the number of sites identified; number and type of assessments; location and acreage of assessed sites; number of RAPs/ABCAs; and public outreach activities. Based on our experience, tracked outcomes will include subsequent cleanup.
activities; mitigated exposure risks; deed restrictions or environmental covenants; leveraged funding; redevelopment activities; number of jobs created/retained; and amount of greenspace created/restored. The Port Authority team will track progress at bi-weekly staff meetings. We will meet quarterly with our QEPs to review project schedules, progress, issues to be addressed, and plans to rectify those issues. We will meet with the Lorain BWG quarterly to discuss program implementation activities, make program decisions, and review activity status. We will also have at least quarterly conference calls with our U.S. EPA project manager to discuss projects, program progress, any challenges, and plans to address those challenges.

4. **Programmatic Capability/Past Performance:**
   a. **Capability:**
      i. **Organizational Capacity:**
         ii. **Organizational Structure:**
         iii. **Key Staff:** The Lorain Port Authority will manage all programmatic, administrative, and financial requirements of this Cooperative Agreement. Port Authority personnel will direct day-to-day work with larger program decisions to be made by the Port’s Board of Directors. We will coordinate the Lorain BWG and will strongly consider their input and input received through community involvement activities. We have overseen eight grant-funded programs worth more than $28.8 million and have strong management capabilities. Tiffany McClelland, Port Authority Economic Development Director, will be the Project Director. Ms. McClelland attended Bentley University and graduated with a degree in Public Policy and Business Administration. She attended three National Brownfields Training Conferences (and spoke at Brownfields 2019 in Los Angeles) and completed multiple brownfield and economic development training programs. Ms. McClelland successfully managed the FY16 Assessment Grant. She is supported by a highly qualified team. Thomas Brown, Executive Director, will assist with program implementation and management. He has successfully managed over $15 million over his 17 years of federal grant management experience. Yvonne Smith, Accountant, will continue to assist with all aspects of grant finance and accounting. She has over 33 years of federal grant management experience and managed over $17.2 million at the Port Authority in the last 20 years. Our legal advisor, Mike Brosky, is an attorney with 28 years of experience. If project leadership is adjusted due to employee turnover, the Port’s Board of Directors will fill those positions with staff that exemplify the strong technical and project management characteristics of our current team.
      iv. **Acquiring Additional Resources:** As we have successfully completed in the past, the Port Authority will hire QEPs to complete grant-funded activities and provide assistance and guidance. QEPs will be selected through an established qualifications-based procurement process in compliance with 2 CFR 200.318 and the terms and conditions of our U.S. EPA cooperative agreement.

b. **Past Performance and Accomplishments:**
   i. **Currently Has or Previously Received an EPA Brownfields Grant:** We successfully implemented our FY16 and FY12 Assessment Grants.
      1. **Accomplishments:** Our 2016 grant resulted in the completion of nine Phase Is, two Phase IIs, an asbestos survey, and a city-wide Brownfield Inventory. This grant has already resulted in redevelopment projects that created 11 permanent jobs and leveraged over $10 million in investments. Our FY12 grant funded the completion of 24 Phase Is, 12 asbestos surveys, five Phase IIs, one risk assessment, a baseline brownfield inventory, and significant outreach activities. Grant-funded activities led to redevelopment that created nine permanent jobs and an investment of over $4.3 million. Our accomplishments were accurately reported in ACRES.
      2. **Compliance with Grant Requirements:** Our FY16 and FY12 grants were completed in compliance with our work plan, schedule, and agreement terms/conditions, and we achieved anticipated results. More than 80% of both grants were spent on direct assessment tasks and activities. We submitted quarterly and final reports in the appropriate formats in ACRES and on time. Our FY16 final account balance was $6,546.57, as we opted not to charge for personnel costs originally budgeted.
ATTACHMENTS

A. Documentation of Applicant Eligibility
B. Description of Community Involvement
C. Affirmative Statement That A Contractor/Subrecipient Has Not Been Procured/Named
D. Statement Regarding Nc Active Assessment Grant
Attachment A
Documentation of Applicant Eligibility
ORDINANCE NO. 8704

AN ORDINANCE AUTHORIZING THE CREATION OF A PORT AUTHORITY WITHIN THE CITY OF LORAIN AND STATE OF OHIO IN ACCORDANCE WITH THE PROVISIONS OF SECTIONS 4582.01 TO 4582.16, INCLUSIVE OF THE REVISED CODE OF OHIO AND DECLARING AN EMERGENCY.

WHEREAS, Sections 4582.01 to 4582.16, inclusive of the Revised Code of Ohio authorized the establishment and creation of port authorities by political subdivisions within the State of Ohio; and

WHEREAS, it is deemed in the best interests of all of the people residing therein to create a Port Authority embracing the territory of the entire City of Lorain in the State of Ohio.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF LORAIN, OHIO:

SECTION I: That the City of Lorain hereby declares that a Port Authority be and it is hereby established and created within and embracing the entire territory of Lorain City in the State of Ohio.

SECTION II: That said Port Authority herein established and created shall be designated and known as "The Lorain Port Authority."

SECTION III: That the said Lorain Port Authority created herein shall be a body corporate and politic, which may sue and be sued, plead and be impleaded and shall have the powers and jurisdiction enumerated in Section 4582.01 to 4582.16 inclusive, of the Revised Code of Ohio. The exercise by The Lorain Port Authority of the powers conferred upon it shall be deemed to be essential governmental functions of the State of Ohio.

SECTION IV: That the Lorain Port Authority herein created shall be governed by a Board of Directors composed of five (5) members appointed by the Mayor with the advice and consent of the Council who shall serve staggered terms, to-wit: for terms of one, two, three and two (2) members for four years respectively, in accordance with the provisions of Section 4582.03 of the Revised Code of Ohio.

After the initial appointments, all subsequent appointments shall be for a term of four years and no more than three members of one political party shall be appointed to membership on said Board.

SECTION V: That this Ordinance is declared to be an emergency, the nature of the emergency being the immediate necessity to create and establish a Port Authority for the welfare and convenience of the inhabitants of the City of Lorain, provided it receives the affirmative vote of two-thirds of all the members elected to Council; it shall take effect and be in force immediately upon its passage and approval by the Mayor; otherwise, it shall take effect and be in force from and after the earliest period allowed by law.

PASSED: May 4, 1964

ATTEST: Clerk of Council

APPROVED: Mayor

President of Council

Mayor
Attachment B
Description of Community Involvement
Community Involvement

The Lorain Port Authority will prepare and implement tailored communications plans to reach our target community stakeholders. Outreach activities will include quarterly email updates with items that can be posted on organization bulletin boards; annual published public notices for program meeting invitations; announcements at meetings, news releases, web site and social media posts as needed for program events and milestones; and the establishment of public repositories for documents of high interest projects.

We will conduct at least three annual public meetings to share information and gain input on plans. If COVID-19 remains a factor during our project period, we will conduct public meetings virtually on Zoom while live streaming to YouTube with a public engagement component. We have used this platform successfully over the last 18 months and will continue to seek and implement new ways to most effectively communicate and gain feedback while social distancing. Any in-person meetings will be conducted in ADA-accessible venues with on-site childcare supervised by adults.

We will notify stakeholders about brownfield inventory refinement and assessment opportunities; actively solicit input and share progress on site selection, assessment, remedial planning, and reuse planning activities; and update stakeholders throughout project implementation. All comments received will be considered by the Port Authority and the Lorain BWG for program integration and this group will determine the best approach for responses, which could include a conversation with a follow up email or letter, a formal listing of comment responses distributed to all respondents, or other means for intentional and timely feedback. Our outreach activities will provide opportunities for all community members to review and comment on plans, whether they have computers or method of transportation. We will work with our community partners at El Centro or the Lorain Community College Foreign Languages Program upon request for interpreter or translation services. We routinely request public feedback on ideal communication methods and will adjust activities to best reach stakeholders.

The Port Authority provided many opportunities for our targeted community and interested stakeholders to learn more about this grant application and to provide input. These varied activities included announcements at several meetings attended by Port Authority staff, emails to project stakeholders, email newsletters and social media updates.
Attachment C
Affirmative Statement That Contractor/Subrecipient Has Not Been Procured/Named
Affirmative Statement That Contractor/Subrecipient Has Not Been Procured/Named

The Lorain Port Authority has not yet procured or named contractor/s or subrecipients associated with this grant.
Attachment D
Statement Regarding No Active Assessment Grant
Statement Regarding No Active Assessment Grant

The Lorain Port Authority does not have an active U.S. EPA Brownfield Assessment Grant.