City of Henderson Redevelopment Agency
FY2022 USEPA Brownfield Community-Wide Assessment Grant Application
Narrative Information Sheet

1. Applicant Identification:
   City of Henderson Redevelopment Agency
   240 South Water Street, Henderson, Nevada 89015

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:
   (a) City: Henderson
   (b) County: Clark
   (c) State or Reservation: Nevada

4. Target Area and Priority Site/Property Information:
   (a) Target Area: The Target Area includes an approximately 7.5-square-mile length of Boulder
                   Highway. The width of the Target Area is 1 mile, extending 0.5 miles on either side of Boulder
                   Highway. Priority neighborhoods within the Target Area include Downtown, Pittman, and Valley
                   View (DPVV).
Target Area Census Tracts: The Target Area is located principally within nine Census Tracts (CTs) including 3200300-5105, -5200, -5336, -5343, -5422, -5423, -5432, -5438, and -5439. DPVV neighborhood CTs include -5200, -5422, 5438, and -5439.

(c) Priority Site Addresses:
(i) N Gibson Rd & Boulder Hwy (Site A)
(ii) 101 E Merlayne Dr (Site B)
(iii) 1112 N Boulder Hwy (Site C)
(iv) Boulder Hwy Campus (Site E)
(v) Pueblo Dr & Boulder Hwy (Site F)
5. Contacts:
   (a) Project Manager:
       Name: Sean Robertson, Redevelopment Project Manager
       Phone: (702) 267-1537 | Email: sean.robertson@cityofhenderson.com
       Mailing Address: 240 South Water Street, Henderson, NV 89015
   (b) Chief Executive/Highest Ranking Elected Official:
       Name: Debra March, Mayor
       Phone: (208) 234-6163 | Email: debra.march@cityofhenderson.com
       Mailing Address: 240 South Water Street, Henderson, NV 89015

6. Population:
   City of Henderson – 300,116
   Target Area – 41,390
   DPVV Neighborhoods – 20,177

7. Other Factors Checklist:

<table>
<thead>
<tr>
<th>Other Factors</th>
<th>Page #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community population is 10,000 or less.</td>
<td>NA</td>
</tr>
<tr>
<td>Applicant is, or will assist, a federally recognized Indian tribe or United States territory.</td>
<td>NA</td>
</tr>
<tr>
<td>The priority brownfield site(s) is impacted by mine-scarred land.</td>
<td>NA</td>
</tr>
<tr>
<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>NA</td>
</tr>
<tr>
<td>The priority brownfield site(s) is in a federally designated flood plain.</td>
<td>NA</td>
</tr>
<tr>
<td>The reuse of the priority site(s) will facilitate renewable energy from wind, solar, or geothermal energy; or will incorporate energy efficiency measures.</td>
<td>NA</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>8</td>
</tr>
<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>
<td>NA</td>
</tr>
</tbody>
</table>

8. Letter from the State or Tribal Environmental Authority: A letter of acknowledgement from the Nevada Department of Environmental Protection is attached.

9. Releasing Copies of Applications: Not Applicable
November 24, 2021

US Environmental Protection Agency, Region 9
ATTN: Ms. Noemi Emeric-Ford
75 Hawthorne Street, SFD6-1
San Francisco, CA 94105

RE:  Support of the US EPA Brownfields Community-Wide Assessment Grant Application by the City of Henderson Redevelopment Agency

Dear Ms. Emeric-Ford:

The Nevada Division of Environmental Protection (NDEP) would like to acknowledge and offer its commitment to support the City of Henderson Redevelopment Agency’s (RDA) application for funding under the US Environmental Protection Agency’s (EPA) Brownfields Program.

NDEP understands that the City of Henderson RDA is applying for $500,000 in brownfield community-wide assessment funding and finds the projects proposed for possible funding in this application are consistent with Nevada environmental law and regulation. The target area for this grant includes about 7.5 miles in length of Boulder Highway. The width of the target area is 1 mile, extending 0.5 miles on both sides of Boulder Highway. Priority neighborhoods within the target area include Downtown, Pittman, and Valley View.

The Boulder Highway corridor contains many former motels, casinos, and other businesses that are now vacant brownfields. Those living in the corridor include a disproportionate number of minority and low-income individuals and families. The corridor is lacking in family-wage jobs, access to clinical care, healthy foods, parks/open spaces, and quality affordable housing. Leveraging planned near-term transportation-related investments totaling $130 million to catalyze brownfield revitalization in the corridor will enhance the economic and environmental health of vulnerable communities in the corridor.

NDEP will work with the City of Henderson RDA and its contractors to inform and educate the organization on the goals and mandates of other NDEP and state programs and support their efforts to develop and grow the nexus between brownfields investment and redevelopment and the objectives of other important environmental and economic programs. NDEP will also commit to leverage the City of Henderson RDA’s grant resources with its own 128(a) grant resources to help assure sites are ready for redevelopment by willing investors who can meet the development plans and goals of their communities. NDEP will also share public outreach and education resources with the City of Henderson RDA. The tremendous benefit of linking various programs from public and private funding sources to the resource provided through the brownfields grant is sure to provide results within the life of the grant and well beyond its successful completion.

If awarded the EPA Brownfields Community-Wide Assessment Grant, NDEP will be pleased to provide regulatory assistance and advisory support to the City of Henderson RDA and act as a liaison with other NDEP bureaus and programs, as appropriate. As a past recipient of a State
Response Grant and Revolving Loan Fund Grant, NDEP will share its experiences with the City of Henderson RDA and provide input on projects, as necessary, to support the successful development of its brownfields program.

NDEP supports the City of Henderson RDA’s proposal to increase its ability to identify environmental hazards and facilitate redevelopment and is committed to working with the City of Henderson RDA and other NDEP representatives to make this initiative a success.

Sincerely,

[Signature]

Ruben Ramos-Avina
Nevada Brownfields Program Coordinator
Nevada Division of Environmental Protection
1. PROJECT AREA DESCRIPTION AND PLANS FOR REVITALIZATION

1.a. Target Area and Brownfields:

1.a.i. Background and Description of Target Area: The construction of Boulder Highway in southern Nevada in 1931 was necessitated by the need for workers and materials to access Hoover Dam, where by 1932, more than 3,000 construction workers were employed. In 1941, the Basic Magnesium Inc. (BMI) complex was built to support the war effort on 5,000 acres of desert along Boulder Hwy, its location chosen for its proximity to Hoover Dam/Lake Mead for power/water, and the nearby presence of magnesite deposits. The City of Henderson, Nevada (City) originated as a temporary townsite to house those employed in magnesium production by BMI. Henderson incorporated on April 16, 1953, and at that time, had a population of 7,410 and encompassed 13 square miles.

Boulder Hwy was originally built to efficiently move people and materials across vast expanses of unpopulated desert, but over time, land adjoining Boulder Hwy right-of-way (ROW) easements has been largely developed. The original roadway design with its expansive footprint contributes to high speeds incompatible with an urban environment. Over the decade ending in early 2017, 44 pedestrians were killed on Boulder Hwy, accounting for nearly 10% of all auto-pedestrian deaths on Nevada roads. In response to the high incidence of fatal accidents, local transportation agencies undertook the Boulder Hwy Multimodal Corridor Investment Study completed in 2019. The study recommended transforming Boulder Hwy into a boulevard with separate modes of transportation for pedestrians, public transit, and auto/truck traffic. The estimated cost to implement this transformation is $130M. The project received a substantial financial boost in June 2021 when it was announced that the City had been awarded a $39.8M US Department of Transportation (DOT) grant, matching $40M in funding already earmarked for the project by the City. The project will include narrowing the width of the Boulder Hwy ROW from 200-490 feet to 178 feet. Highway improvement plans include the relinquishment of all excess ROW easements freeing up many acres of prime City-owned land increasing the acreage of, and thereby enhancing redevelopment opportunities on, brownfield sites adjacent to Boulder Hwy. The City anticipates that environmental due diligence of this land will need to be completed prior to 1) the development of City parks/open space, or 2) its sale by the City to private development partners for the purpose of redevelopment.

The City Redevelopment Agency (RDA, grant applicant) Target Area for this grant application is the area within 0.5 miles of Boulder Hwy within the City’s incorporated limits. The Target Area extends 7.5 miles from the intersection with Gibson Road/Broadbent Blvd. (north) to the intersection with Wagonwheel Drive (south). Historically the only road connecting Boulder City, Henderson, and Las Vegas, Boulder Hwy was once a vibrant corridor, lined with motels, casinos, and auto centric businesses such as auto dealerships, gas stations, body shops, and scrap yards. The extension of the US 95 freeway in the 1980s drew travelers and business activity away from the corridor. No longer the vibrant corridor it once was, many former motels, gaming, and other auto-centric businesses are now vacant brownfields. Those living in the corridor include a disproportionate number of minority and low-income individuals and families. Due in part to the presence of brownfields, the corridor is lacking in family-wage jobs, access to clinical care, healthy foods, parks/open spaces, and quality affordable housing. Boulder Hwy remains an important transportation corridor and is now part of the Regional Transportation Commission of Southern Nevada’s (RTC’s) Bus Rapid Transit network. Leveraging planned near-term transportation-related investments to revitalize brownfields in the corridor presents a “once-in-a-lifetime” opportunity to enhance the economic and environmental health of nearby vulnerable communities.

1.a.ii. Description of the Priority Brownfield Sites: A comprehensive inventory of brownfields within the Target Area was completed by the City/RDA in October 2017 using the City’s FY2017 EPA brownfield grant funding. The inventory identified 150 Target Area brownfields and classified 45 of the brownfields as high priority. The inventory indicated that the highest prevalence of brownfields within the Target Area is north of Water Street extending 3 miles to the northern boundary of the City in the RDA’s Eastside Redevelopment Area, and in Boulder Hwy Segment #3. A total of 89 brownfields are present in this area, 18 of which are classified as high priority and adjoin Boulder Hwy where relinquished excess ROW will add to property acreage. Brownfields in this area range in size from <0.5 acres to nearly 40 acres. Typical historical property uses included gas stations, auto sales and service, and auto junkyards, as well as asbestos and lead-based paint in structures. Typical environmental concerns associated with all of these sites include petroleum hydrocarbons, solvents/degreasers, metals, polychlorinated biphenyls, and asbestos. Though the prevalence of brownfields in the Target Area is slightly lower south of Water Street in the RDA’s Downtown...
Redevelopment Area and Boulder Hwy Segments #1 and #2, the brownfield size and environmental concerns are similar.

The following Target Area brownfields have been identified as a high priority for assessment and redevelopment. **N Gibson Rd & Boulder Hwy (Site A, Segment #3):** This NW Sunset neighborhood brownfield adjoins Boulder Hwy, is owned by the City, and is 31.1 acres in size. This site is a priority because its location is ideal for transit-oriented development (TOD) with a mix of retail, office, and multifamily housing. **101 E Merlayne Dr (Site B, Segment #3):** This 3.3-acre Pittman neighborhood property formerly was occupied by a mobile home park and is located adjacent to an existing mobile home park. The adjoining 4.9-acre parcel to the west is underutilized (current use is equipment storage with no structures), and fronts Boulder Hwy. The redevelopment vision for the property is multi-family residential and/or retail. **1112 N Boulder Hwy (Site C, Segment #3):** This 8.4-acre NW Sunset property was formerly occupied by several light industrial businesses. The redevelopment vision for the site is retail, preferably a grocery store, as this area of the City is a food desert. **Boulder Hwy Campus (Site E, Segment #2):** This 27.7-acre former residential Downtown neighborhood property is located near a private and public school, and within walking distance of a grocery store. The vision for the property is campus-style development that includes school, office, and multi-family uses. **Pueblo Dr & Boulder Hwy (Site F, Segment #1):** In total, this site is 13.6 acres in size, including a 5.9-acre City-owned parcel and 7.7 acres of private property. The reuse vision for this property is mixed-use with a substantial TOD multi-family component. All five of the above-listed properties are identified within the April 2020 Eastern Henderson Investment Strategy as “Opportunity Sites” (see graphic in Narrative Information Sheet). These properties are a high priority because they are vacant or underutilized parcels with real/perceived environmental issues, have strong redevelopment potential, access to transit, and/or are well positioned for substantial community benefit.

**1.b. Revitalization of the Target Area:**

**1.b.1. Reuse Strategy and Alignment with Revitalization Plans:** In April 2020, the Reimagine Boulder Highway Multimodal Transportation Investment Study was completed. Plan transportation-related goals included improving safety, encouraging active transportation, and elevating transit ridership. The plan also incorporates economic and livability enhancements. The concept developed through substantial stakeholder and community engagement is a multimodal boulevard with a through realm for transit and auto/truck traffic and a pedestrian realm for walkers and cyclers. Finally, the plan encourages mixed-use development, parks and open space, and changes in built form to promote the use of alternative travel modes, maintain the vibrancy of the corridor, and improve quality of life.

Within the Target Area, the corridor was divided into three segments based upon land use, built form, and streetscape. The revitalization strategy for each segment is described in the table below.

| Segment #1 - Wagonwheel Dr to Palo Verde Dr | • Mixed-use with medium-density housing to fill in the vacant areas  
  • Incorporate green space along the SW side of the street  
  • Incorporate more open space for residential areas in the utility/drainage area  
  • Infill with low-density development on the NE side |
| Segment #2 - Palo Verde Dr to Water St | • Line the corridor with commercial uses  
  • Incorporate high-density mixed-use buildings  
  • Excess ROW on SW side of the street provides new development opportunities  
  • Line the NE side of the street with mixed-use buildings with minimal setbacks  
  • Provide open space in front of residential dwellings on the SW side of the street |
| Segment #3 - Water St to Tulip Falls | • Incorporate mixed-use buildings in Pittman Neighborhood (NE side)  
  • Incorporate more commercial near activity areas  
  • Target segment as an employment center  
  • Include more park space  
  • Adaptive re-use of industrial warehouse buildings into neighborhood amenities  
  • Rezone industrial uses along the SW side of Boulder Hwy  
  • Allow buildings to front Boulder Hwy on both sides |

The RDA/City completed the East Henderson Investment Strategy in April 2020. The East Henderson District/Urban Renewal Area (URA) is located adjacent to Boulder Hwy Segment #3. Select priority near-term actions in the plan that best align with the brownfield program include: 1) Use existing RDA funding programs to activate vacant storefronts, many of which are brownfields; and 2) Create an opportunity/brownfield site portfolio strategy to prioritize sites and funding sources that can transform empty/underutilized lots to developments that create jobs, housing, and economic vitality.

The RDA/City completed the Downtown Master Plan Update in February 2020, establishing Opportunity Districts adjacent to Boulder Hwy Segment #2 that cover a substantial portion of the
RDA’s Downtown URA. The vision for this district stated in the plan is an urbanized mixed-use district supported by regional transit, with regional trail system connections, added open space and recreational areas, and enhanced housing options. Downtown is imagined as a vibrant place of activity and beauty, the kind of place where people will want to live, work, and play.

1.b.ii. Outcomes and Benefits of Reuse Strategy: Economic Benefits: ROW relinquishment will free-up hundreds of acres of property for reuse. As indicated above, the reuse strategy for ROW property varies within different Boulder Hwy segments and will include substantial commercial and mixed-use development creating dozens of new businesses, hundreds of jobs and units of affordable housing, and will shorten commutes for the underserved living in the corridor. Improvements in livability within the corridor as a result of Boulder Hwy transformation and associated revitalization will attract new residents and businesses furthering economic development. In the City’s most recent Economic Development Strategy, revitalization of infill properties is one of 13 goals, indicating that the City understands its importance in accomplishing economic development.

Non-Economic Benefits: Quality Affordable Housing: Housing in the Pittman and Downtown Target Area neighborhoods accounts for much of the pre-1950s and substandard housing in the City. Housing vacancy rates are low and rental rates rose 11.3% between April 2020 and April 2021. Henderson currently has a shortage of 28 affordable housing options for every 100 households earning less than $50K per year. Increasing the quantity and quality of affordable housing was identified by the City as a high priority in its 2021 Action Plan, and the transformation of the Boulder Hwy corridor is expected to be key in accomplishing this goal. Shorter/Safer Commutes: By creating local jobs and building quality housing within the Boulder Hwy corridor underserved residents will experience shorter commute times, including public transit due to improved access to the RTC’s Bus Rapid Transit system on Boulder Hwy. Improvements will decrease pedestrian injuries and deaths. Energy Efficiency & Renewable Energy: The City will promote the incentives of its C-PACE program for brownfield revitalization projects within the Target Area. C-PACE is an innovative tool that helps finance energy efficiency and renewable energy projects for new and existing buildings. Energy efficient traffic signals and street lighting will be installed as part of the transformation of Boulder Hwy.

1.c. Strategy for Leveraging Resources:

1.c.i. Resources Needed for Site Reuse: The RDA is eligible for monetary funding from a variety of public and private sources and will collaborate closely with the City in revitalizing brownfields. The City has traditionally taken the lead in pursuing public funding such as the $39.8M US DOT grant received for the Reimagine Boulder Highway Project. The City also receives approximately $1.5M annually in federal Community Development Block Grant (CDBG) and HOME Investment Partnerships Program (HOME) funding. Goals for both of these programs align well with brownfield program goals, particularly in increasing the supply of quality affordable housing in the Target Area. The RDA and City will work collaboratively in pursuing funding for assessment and cleanup from 1) Nevada Department of Environmental Protection (NDEP) Brownfield Grants, Brownfield Revolving Loan Funding, and PetroleumTank Funds; 2) EPA Brownfield Cleanup Grants; and 3) EPA Targeted Brownfield Assessments.

The RDA has had its greatest successes in leveraging private investment in brownfield reuse. The most recent Henderson: A Culture of Opportunity report highlights multiple projects for which private investments totaling $32.3M were leveraged by the RDA. The RDA has utilized monetary incentive programs to encourage private investment. The most successful of these programs has been funded utilizing tax-increment financing associated with five URAs. Two of these redevelopment areas (Eastside and Downtown) are located within the Target Area. Another incentive the RDA can offer is the tax incentives associated with Opportunity Zones (OZs). Four census tracts within the City are designated as OZs, three of which are located within the Target Area and encompass Henderson’s most underserved neighborhoods including Downtown, Pittman and Valley View (DPVV).

1.c.ii. Use of Existing Infrastructure: Substantial analysis of existing infrastructure (water, sewer, broadband, power) within the Target Area was conducted in completing the Reimagine Boulder Highway Plan. Alternatives developed for and evaluated in the Plan included only those that considered and accounted for current/anticipated future traffic loads. Much of the utility infrastructure in the corridor will be relocated and rebuilt during this $130M capital improvement project, and if evaluation has indicated a need for utility capacity increases, these will be addressed during relocation activities ensuring sufficient infrastructure capacity for years to come within the Target Area.

1 Henderson Housing and Community Development Strategy, March 2020
2. COMMUNITY NEED AND COMMUNITY ENGAGEMENT

2.a. Community Need:

2.a.i. Community’s Need for Funding: Henderson anticipates a $37.3M revenue shortfall for FY2021 as a result of COVID-19. Henderson is located within the Las Vegas Metropolitan Statistical Area (MSA). The leisure and hospitality (L&H) employment sector, which comprises 28% of MSA employment, has been impacted by the COVID-19 pandemic more than any other employment sector. The total 2020 economic impact in the Las Vegas MSA is estimated at $34B, a 53.5% reduction from 2019. The pandemic has cost the L&H industry more than 125,000 jobs. The L&H sector also has been slower to recover than other employment sectors. In September 2021, Nevada had the highest unemployment rate in the country at 7.5%. Hispanic families have been disproportionately impacted by these job losses as they comprise a large proportion of L&H workers. For example, 40.5% of hotel housekeepers nationally are Hispanic. These impacts go beyond just loss of income and include loss of health insurance benefits which is particularly alarming as the Las Vegas MSA Hispanic COVID-19 rate is 1 in 12 as compared to 1 in 20 for white residents.

The information in the table below demonstrates the need in the DPVV neighborhoods (the poorest in Target Area/City and comprising approximately 50% of the land area within the Target Area) and the overall Target Area. Per capita income levels in the Target Area are 15% lower than regional levels and 23% lower than national levels. In the DPVV neighborhoods, income levels are 26% lower than regional levels and 33% lower than national levels. Need within the Target Area is further demonstrated by high rates of poverty and percent of households receiving Supplemental Nutrition Assistance Program (SNAP) benefits.

<table>
<thead>
<tr>
<th>Sensitive Population</th>
<th>DPVV Neighborhoods¹</th>
<th>Target Area²</th>
<th>Clark County</th>
<th>US</th>
</tr>
</thead>
<tbody>
<tr>
<td>Child Population</td>
<td>23.2%</td>
<td>23.8%</td>
<td>23.4%</td>
<td>22.6%</td>
</tr>
<tr>
<td>Child Poverty Rate</td>
<td>31.4%</td>
<td>20.6%</td>
<td>19.3%</td>
<td>18.5%</td>
</tr>
<tr>
<td>Receiving SNAP Benefits</td>
<td>22.8%</td>
<td>14.7%</td>
<td>12.6%</td>
<td>11.7%</td>
</tr>
<tr>
<td>Low Income Population</td>
<td>47%</td>
<td>34%</td>
<td>35%</td>
<td>33%</td>
</tr>
<tr>
<td>Disabled Persons</td>
<td>18.3%</td>
<td>15.4%</td>
<td>12.1%</td>
<td>12.7%</td>
</tr>
<tr>
<td>Hispanic Population</td>
<td>27.9%</td>
<td>24.7%</td>
<td>31.1%</td>
<td>18.0%</td>
</tr>
</tbody>
</table>

Data Source: 2015-2019 American Community Survey. ¹Includes Census Tracts (CTs) 5200, 5422, 5423, 5438, & 5439. ²Includes CTs 5105, 5200, 5336, 5343, 5422, 5423, 5432, 5438, & 5439. ³EJScreen. Bold indicates results worse than regional and/or national average.

Issues that these communities are contending with daily include contact with abundant brownfields and associated contaminants and in some areas, BMI facility contaminant exposures, pedestrian safety concerns associated with Boulder Hwy and the absence of sidewalks in neighborhoods, limited access to and quality of health care and availability of healthy foods, and a lack of high-quality affordable housing. The RDA’s reuse strategy will address these issues in the following manner: 1) conduct site assessment activities to identify brownfields that are putting people at risk through contaminant exposures; 2) educate the community regarding ways to minimize exposure to BMI contaminants; 3) support the transformative Boulder Hwy project which will mitigate the abundance of safety concerns within this important transit corridor; and 4) prioritize brownfield redevelopment projects that will bring much needed health care and social services, retail including grocery stores, and affordable housing to the Target Area.

2.b. Threats to Sensitive Populations: (1) Health or Welfare of Sensitive Populations: As indicated in the table below, Target Area sensitive populations include low income, children experiencing poverty, disabled, and Hispanic communities. These sensitive communities are most concentrated within the DPVV neighborhoods.

(2) Greater Than Normal Incidence of Disease and Adverse Health Conditions: The table below (next page) indicates the number of the nine Target Area CTs that have a greater-than-normal (GTN) incidence of disease or adverse health conditions relative to statewide incidence rates. The table also indicates how much higher the incidence rate is showing the severity of the problem. The RDA’s brownfield reuse strategy will identify sources of brownfield contaminants that may be a cause of these high rates of disease through the conduct of Phase I and II ESAs. Once identified, brownfield contaminants that threaten human health can be mitigated. Equally important is taking measures that will improve the social/economic health factors for those experiencing GTN incidence of disease and

adverse health conditions. The RDA’s reuse strategy will create jobs, shorten commutes, increase recreational opportunities through park/open space creation, and increase the number of affordable housing units within the Target Area. These are key social determinants of health and are proven to improve overall physical and mental health. For example, a good-paying job allows workers to receive health insurance, afford quality housing, provide a good education for their children, and buy more nutritious food - all of which positively affect health. (3) Promoting Environmental Justice: A 2017 study by the RTC found that low-income minority families in Southern Nevada are increasingly living around high-capacity urban roads such as Boulder Hwy. These same families are less likely to have access to a car, and more likely to use public transit and/or another commute alternative such as walking or cycling. As a result, these individuals also face a GTN risk of being struck and killed by a car. Low-income minority individuals living near urban roadways also are disproportionately exposed to traffic pollution and as a result have a higher incidence of asthma. The data summarized in the table below shows that minority and low-income communities living in the Target Area are exposed to poor air quality largely resulting from nearby high traffic volumes. The Las Vegas MSA is the fastest warming city in the US, having experienced 5.7 degrees Fahrenheit of warming since 1950. Compounding this issue is the fact that the Las Vegas MSA has the most intense urban heat islands (greatest difference in average temperatures between urban and rural areas). Low-income and minority individuals spend more time outdoors commuting, are more likely to drive cars and live in homes without air conditioning and to work outdoors, and as a result, are disproportionately impacted by climate change. The Target Area also has some of the community’s oldest housing where exposure to lead in paint is likely. There is also a GTN number of industrial sites that are required to prepare a Risk Management Plan (RMP) due to the large number and volume of chemicals used and stored at their facility. The presence of these chemicals increases the potential for chronic and/or acute chemical exposure in nearby neighborhoods.

The RDA’s reuse strategy will promote environmental justice in the Target Area as follows:

• The reuse strategy is integrally linked to the Reimagine Boulder Hwy initiative which through smart street design will increase safety for the underserved community that frequents the corridor and are disproportionately the victims of fatal auto/pedestrian accidents by creating separate domains for cars/trucks, transit, and pedestrians/cyclists.

• In collaboration with the Reimagine Boulder Hwy initiative, the RDA will improve safety by creating physical barriers to minimize the migration of traffic pollution into residential areas. These barriers will be comprised of buildings and/or trees. The RDA/City will also encourage the installation of air filtration systems for new/repurposed buildings in the Target Area, particularly those serving low-income and minority residents such as affordable housing and buildings with medical and social service operations.

• Prioritize reuse projects that create additional high quality affordable housing.

• Use zoning and other land uses controls to facilitate the separation of industry from housing (this is a principal component of the RDA/City reuse vision in Boulder Hwy Segment #3).

<table>
<thead>
<tr>
<th>Demographic Data</th>
<th>DPVV</th>
<th>Target Area</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Toxics Risk</td>
<td>58</td>
<td>60</td>
<td>18</td>
</tr>
<tr>
<td>Respiratory Hazard Index</td>
<td>64</td>
<td>64</td>
<td>19</td>
</tr>
<tr>
<td>Traffic Proximity/Volume</td>
<td>64</td>
<td>75</td>
<td>17</td>
</tr>
<tr>
<td>Lead Paint Indicator</td>
<td>91</td>
<td>82</td>
<td>75</td>
</tr>
<tr>
<td>RMP Proximity</td>
<td>90</td>
<td>84</td>
<td>6</td>
</tr>
<tr>
<td>% People of Color</td>
<td>44%</td>
<td>45%</td>
<td>34%</td>
</tr>
<tr>
<td>Low Income Population</td>
<td>47%</td>
<td>34%</td>
<td>22%</td>
</tr>
<tr>
<td>Age under 18</td>
<td>29%</td>
<td>30%</td>
<td>26%</td>
</tr>
</tbody>
</table>

Source: EPA EJScreen Mapping Tool

4 www.usatoday.com/story/weather/2014/08/21/urban-heat-islands-study/14389371/
2.b. Community Engagement:

### 2.b.i. Project Involvement and 2.b.ii Project Roles:

Local organizations that will provide assistance/information over the course of the project are listed in the table below along with a description of their role in the project.

<table>
<thead>
<tr>
<th>Partner Name (Type)</th>
<th>Contact Person; Email, Phone #</th>
<th>Specific Role in the Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Henderson</td>
<td>Alejandra Fazekas; 702.267.1559; <a href="mailto:alejandra.fazekas@cityofhenderson.com">alejandra.fazekas@cityofhenderson.com</a></td>
<td>Assist the RDA in fulfilling grant administrative requirements. Collaborate closely in site selection and prioritization and in creating a reuse vision for priority brownfields.</td>
</tr>
<tr>
<td>Progressive Leadership Alliance of NV (Environmental Justice)</td>
<td>Laura Martin; 702.791.1965; <a href="mailto:lmartin@planevada.org">lmartin@planevada.org</a></td>
<td>Work with the RDA in supporting the incorporation of economic, social, racial, climate, and environmental justice into site selection and reuse planning activities.</td>
</tr>
<tr>
<td>Southern NV Regional Housing Authority (Affordable Housing)</td>
<td>Frank Stafford; 702.477.3110; <a href="mailto:fstafford@snrha.org">fstafford@snrha.org</a></td>
<td>Advocate for workforce housing redevelopment projects to support the low income/minority population in the Target Area. Communicate and solicit project interest from the vulnerable community it serves.</td>
</tr>
<tr>
<td>Nevada HAND (Affordable Housing)</td>
<td>Audra Harnemik; 702.739.3345; <a href="mailto:ahamermik@nevadahand.org">ahamermik@nevadahand.org</a></td>
<td>Advocate for workforce housing redevelopment projects to support the low income/minority population in the Target Area. Communicate and solicit project interest from the vulnerable community it serves.</td>
</tr>
<tr>
<td>HopeLink of Southern NV (Family Services)</td>
<td>Stacy Lockhart; 702.566.0576; <a href="mailto:stacy@link2hope.org">stacy@link2hope.org</a></td>
<td>Inform the RDA regarding the impact of the project on the Target Area houseless population, and how the project can benefit its clients experiencing life crises.</td>
</tr>
<tr>
<td>Mi Familia Vota (Hispanic Advocacy)</td>
<td>Cecia Alvarado; 702.776.8205; <a href="mailto:ceciaa@micfamiliaenlazota.org">ceciaa@micfamiliaenlazota.org</a></td>
<td>Connect the RDA with the Hispanic community and encourage the participation of this community in the project.</td>
</tr>
<tr>
<td>Asian Community Dev. Council (Ethnic Advocacy)</td>
<td>Marie Gonzales; 702.489.8866; <a href="mailto:margie@aaccnrv.org">margie@aaccnrv.org</a></td>
<td>Connect the RDA with the Asian and Pacific Islander community and encourage the participation of this community in the project.</td>
</tr>
<tr>
<td>NDEP (State Environmental Regulatory Agency)</td>
<td>Ruben Ramos-Avina; 775.687.9572; <a href="mailto:rramos-avina@ndep.nv.gov">rramos-avina@ndep.nv.gov</a></td>
<td>Provide petroleum eligibility letters and, on an as-needed basis, regulatory oversight through it’s the NDEP voluntary cleanup program.</td>
</tr>
<tr>
<td>RTC (Transit Agency)</td>
<td>Andrew Kjellman; 702.676.1662; <a href="mailto:kjellmana@rtcnv.com">kjellmana@rtcnv.com</a></td>
<td>As a key member of the Reimagine Boulder Hwy team, RTC will work closely with the RDA on transit stop due diligence, and reuse visioning proximal to transit stops.</td>
</tr>
<tr>
<td>Nevada DOT (State Hwy Agency)</td>
<td>Sondra Rosenburg; 775.888.7440; <a href="mailto:srosenberg@dot.nv.gov">srosenberg@dot.nv.gov</a></td>
<td>Collaborate with the RDA/City of Boulder Hwy ROW relinquishment.</td>
</tr>
<tr>
<td>Southern NV Health District (SNHD) (Public Health)</td>
<td>Herb Sequera; 702.759.1549; <a href="mailto:sequera@snhd.org">sequera@snhd.org</a></td>
<td>Mr. Sequera is the coalition lead for SNHD on the current City brownfield grant. SNHD will be a public health technical resource for the project.</td>
</tr>
<tr>
<td>University of NV Las Vegas (Local University)</td>
<td>Erin Breen; 702.895.2015; <a href="mailto:erin.breen@unlv.edu">erin.breen@unlv.edu</a></td>
<td>Advise the RDA regarding incorporation of pedestrian safety measures into revitalization projects.</td>
</tr>
</tbody>
</table>

### 2.b.iii. Incorporating Community Input:

The RDA has a long track record of encouraging community input in projects. For example, on November 15, 2021, a neighborhood meeting was held at the Heritage Park Senior Facility related to the City’s Boulder Hwy Zone Change Project. With the support of the community partners listed above, the RDA is confident that community input will be solicited and received in an equitable fashion as part of the brownfield project. Project progress will be communicated, and input solicited from the local community using the following tools:

- Routinely communicate one-on-one with community partners on topics related to their project role.
- Hold partner meetings roughly every six months and convene up to four public meetings (see Section 3.a.i. for schedule). Preference will be given to in-person meetings, but meetings will continue to be held virtually if required by COVID-19 restrictions. These meetings will include a presentation by RDA, a post-presentation Q&A segment, followed by interactive exercises to encourage all attendees to participate in providing input.
- The RDA/City has plans to create a Reimagine Boulder Highway webpage on its website. On this webpage a link to a brownfield program webpage will be created. The brownfield webpage will provide general information about the program including contact information for the RDA project lead and naming the EPA as the funding agency for the program. The webpage also will provide access to select program documents including a program fact sheet and site nomination form.
- The RDA/City “eNewsletters!” subscriber system on a roughly quarterly basis.
- Use of local private print/online media to report project progress bi-annually and publicize upcoming public meetings. Project information will be shared via press releases with the following private media outlets: Las Vegas Review-Journal, Las Vegas Sun, Las Vegas Weekly, and Nevada Current.

2.6. Summary:

- As a key member of the Reimagine Boulder Hwy team, RTC will work closely with the RDA on transit stop due diligence, and reuse visioning proximal to transit stops.
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• Present information (in-person or virtually as COVID restrictions allow) regarding the project at City Council and other RDA/City hosted meetings, community events such as the Henderson Farmer’s Market and annual Pride Festival, and partner meetings at a frequency of 2-3 per year. Accommodations will be made available to facilitate the participation of people with disabilities and non-English speakers.

To ensure that community input is solicited, considered and responded to, the following actions will be taken: 1) the results of meeting data gathering efforts and other input received to ensure transparency amongst stakeholders will be published; 2) the leadership capacity of community members and groups will be enhanced to empower them in being heard; and 3) how project decisions were affected by community input will be identified and how this input positively influenced the economic, social, and environmental successes of the project explained.

3. TASK DESCRIPTIONS, COST ESTIMATES, and MEASURING PROGRESS

3.a. Description of Tasks/Activities:
3.a.1. Project Implementation: The RDA plans to address priority brownfield sites within the Target area through the performance of the following work tasks.
Task 1 – Cooperative Agreement (CA) Oversight/Management: Task 1 will include: 1) Cooperative Agreement Workplan development; 2) Qualified Environmental Professional (QEP) solicitation in accordance with 2 Code of Federal Regulations (CFR) Part 200 and 2 CFR Part 1500; 3) quarterly progress reporting; 4) annual minority and women business enterprise (MBE/WBE) and federal financial (FFR) reporting; 5) Assessment, Cleanup and Redevelopment Exchange System (ACRES) database entry; 6) a final close-out report summarizing accomplishments, outcomes, outputs, lessons learned, and resources leveraged; 7) day-to-day project management activities; and 8) attendance of one regional and one national brownfield conference to educate/inform the RDA project manager. Task Lead: RDA/City with support from QEP.
Task 2 – Community Engagement: RDA/City will reach out to community partners upon notice of award informing them of the success of the grant application and to initiate their input/involvement in the project. Implementation of community engagement will start immediately following the start of the project on October 1, 2022. The following community engagement activities are anticipated over the 3 year duration of the project: 1) preparation of a community involvement plan; 2) semi-annual community partner meetings including a kick-off meeting closely following cooperative agreement execution; 3) up to four RDA/City hosted public meetings; 4) the creation of outreach materials (presentations and fact sheets) as deemed appropriate; 5) posting of program information in the City’s eNewletter! email; 6) press releases; and 7) presenting program information at community events and community partner meetings. Throughout the project duration the RDA will solicit, consider, and response to community input. Task Lead: RDA/City, community partners, and QEP (it is anticipated that the QEP may subcontract to a specialty community engagement firm and/or community partners in engaging with the underserved).
Task 3 – Phase I and II Environmental Site Assessments (ESAs): The RDA/City have completed several iterations of opportunity/brownfield site identification, including a brownfield inventory completed by the City using fiscal year 2016 EPA brownfield grant funding. No further inventory/site identification work is planned. Site selection decisions will be made collaboratively by the RDA/City. Eligibility form completion and EPA approval and access agreement execution will precede each Phase I ESA. If recognized environmental conditions are identified during Phase I ESA completion, completion of a Phase II ESA will follow. Phase I ESAs will be completed at up to 15 high priority Target Area brownfields. Phase I ESAs will be performed in accordance with the All Appropriate Inquiry (AAI) Final Rule and the ASTM International (ASTM) E1527-13/21 standard. A completed AAI checklist form will be prepared for each Phase I ESA site.
A comprehensive project quality assurance project plan (QAPP) will be prepared and will govern quality assurance/quality control (QA/QC) for all project assessment work. A site-specific Sampling and Analysis Plan (SAP) will be prepared for EPA review and approval for each Phase II ESA. All SAPs will reference QA/QC protocol in the project QAPP. Phase II ESAs will be completed in general accordance with ASTM 1903-19 at up to nine sites. Prior to conduct of field sampling activities, a 29 CFR §1910.120 compliant site-specific health and safety plan will be completed. Task Lead: The QEP will lead all environmental assessment activities under the direction of the RDA.
Task 4 – Cleanup, Reuse, and Area-Wide Planning (AWP): Two site-specific cleanup plans, 2-3 site-specific reuse plans, and 2 AWPs. We anticipate a high demand for planning activities in creating a
reuse vision for ROW relinquishment parcels that has the support of both the RDA/City and private development partners.

**Task Lead:** RDA/City staff will lead reuse planning and AWP activities. The QEP will lead remedial planning activities under the direction of the RDA.

3.a.ii. Anticipated Project Schedule: The schedule graphic below demonstrates the plan for successful project implementation during the 3-year grant project period of performance.

3.a.iii. Task/Activity Lead: Identified along with task descriptions in Section 3.a.i.

3.a.iv. Outputs: Task outputs are identified and quantified (as appropriate) in the table below.

### Task 1 – CA Oversight/Management
- QEP Solicitation (1)
- Quarterly progress reports (12)
- Annual MBE/WBE reports (3)
- Annual FFR report (3)
- Final project closeout report (1)
- ACRES database updates (15-20)

### Task 2 – Community Engagement
- Community Involvement Plan
- Partner/Public meeting presentations/notes (~10)
- Project webpage updates (~6)
- Fact sheets (2)
- Press releases (~6)
- eNewsletter! posts (~12)

### Task 3 – Phase I and II ESAs
- Eligibility forms and access agreements (~18)
- Phase I ESA reports/AAI checklists (up to 15)
- SAPs/HSPs/Phase II ESA reports (up to 9)

### Task 4 – Cleanup/Reuse Planning and AWP
- Remedial action plans (e.g. Analysis of Brownfield Cleanup Alternatives) (up to 2)
- Site-specific reuse plans (2-3)
- Area-Wide Plans (up to 2)

### Task 3.b. Cost Estimates:
The RDA and the City will provide all staff personnel and fringe costs required to manage the project as an in-kind project contribution. Contractual costs are based on an average rate of $150/hour.

<table>
<thead>
<tr>
<th>Budget Category</th>
<th>Task 1 – CA Oversight/ Management</th>
<th>Task 2 – Community Engagement</th>
<th>Task 3 – Phase I and II ESAs</th>
<th>Task 4 – Cleanup/Reuse Planning/AWP</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personnel/Fringe</td>
<td>Provided at no cost as an in-kind project contribution.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Travel</td>
<td>$3,800</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$3,800</td>
</tr>
<tr>
<td>Other</td>
<td>$1,200</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$1,200</td>
</tr>
<tr>
<td>Contractual</td>
<td>$18,000</td>
<td>$30,000</td>
<td>$290,500</td>
<td>$151,500</td>
<td>$490,000</td>
</tr>
<tr>
<td><strong>Total Direct Costs</strong></td>
<td><strong>$23,000</strong></td>
<td><strong>$30,000</strong></td>
<td><strong>$290,500</strong></td>
<td><strong>$151,500</strong></td>
<td><strong>$495,000</strong></td>
</tr>
<tr>
<td>Indirect Costs</td>
<td>$5,000</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>$5,000</td>
</tr>
<tr>
<td><strong>TOTAL BUDGET</strong></td>
<td><strong>$28,000</strong></td>
<td><strong>$30,000</strong></td>
<td><strong>$290,500</strong></td>
<td><strong>$151,500</strong></td>
<td><strong>$500,000</strong></td>
</tr>
</tbody>
</table>

**Task 1: CA Oversight/Management ($28,000 including $5,000 indirect) – Travel $3,800**: Two RDA/City staff will attend 1 national (airfare $500/person = $1,000; hotel, meals, ground transportation, and incidental costs $250/day x 2 staff x 2 days = $1,000) and 1 regional brownfield conference (airfare $400/person = $800; hotel, meals, ground transportation, and incidental costs
[$250/day x 2 staff x 2 days = $1,000). Other $1,200: Conference registration fees averaging $300 per conference for 4 conferences. Contractual $18,000: 120 QEP hours to support reporting and perform project management functions.

**Task 1: Community Engagement ($30,000)** - Contractual $30,000: 50 QEP hours and 150 outreach specialist hours for meeting planning, attendance and input evaluation, and outreach material preparation. Approximately 35% of outreach specialist hours will be subcontracted to a community partner organization for outreach focused on the most vulnerable Target Area residents.

**Task 2 Phase I and II ESAs ($290,500)** - Contractual $290,500: 15 Phase I ESAs (including eligibility form and access agreement) $67,500 ($4,500 each); a project QAPP $3,750 (25 QEP hours); 9 Phase II ESAs including eligibility updates/SAPs/HSPs $219,250 ($24,361 each including 75 hours QEP labor ($11,250), 5,800 lab testing and $7,311 for drilling, subgrade utility locates, and investigation-derived waste disposal). Task 3 Phase I and II ESA costs account for a total of 58% of total project costs.

**Task 3: Cleanup/Reuse/AWP Planning ($151,500)** - Contractual $151,500: Cleanup and/or Reuse Plans – Up to 5 plans x $15,300 each (510 hours and $76,500 total); AWPs – 2 plans @ $37,500 each (500 hours and $75,000 total).

**3.c Measuring Environmental Results:** The RDA has established a methodology to measure and evaluate progress in achieving project output and outcome goals. On a quarterly basis, coincident with completion of quarterly progress reports, the following will be completed: 1) compare output/outcome goals to those achieved (see table below); and 2) evaluate the sufficiency of remaining budget and time to complete remaining goals. By tracking results beginning at project inception, monitoring of whether the project is on target in achieving goals will be accomplished allowing corrective actions to be taken early should project results be lagging and/or achieving expected outputs and outcomes considered to be at risk. All final results will be reported in the ACRES database and in the Close-out Report.

<table>
<thead>
<tr>
<th>OUTPUT Categories</th>
<th>Work Plan Goal</th>
<th># this Quarter</th>
<th># to Date</th>
<th># Outstanding</th>
<th>Next Steps / Corrective Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>ED Forms/Access Agreements</td>
<td>~18</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Phase I ESAs / Phase II ESAs</td>
<td>15 / 9</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cleanup/Reuse/AWP Plans</td>
<td>2 / 2-3 / 2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of Partner Meetings</td>
<td>6</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of Outreach Events</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**OUTCOME Tracking Categories**

<table>
<thead>
<tr>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Properties/Acres Made Ready for Reuse</td>
</tr>
<tr>
<td>Square Feet of New/Renovated Commercial, Mixed-Use and Residential Space</td>
</tr>
<tr>
<td>Number of Real Estate Transactions Facilitated</td>
</tr>
<tr>
<td>Number of Temp. Const. and Permanent Jobs Directly and Indirectly Created</td>
</tr>
<tr>
<td>Number of Properties where Blight was Eliminated</td>
</tr>
<tr>
<td>Amount of Funding Leveraged</td>
</tr>
</tbody>
</table>

**4. PROGRAMMATIC CAPABILITY AND PAST PERFORMANCE**

**4.a Programmatic Capability:**

4.a.1. & 4.a.ii. Organizational Capacity and Structure: The RDA was established in 1995 in accordance with Nevada Revised Statute Chapter 279. While the RDA has separate governance and fiscal authority from the City, these two organizations routinely share staff resources and collaborate closely on projects; for example, after transferring from the City to the RDA, Sean Robertson staff continued to manage the City’s FY2016 brownfield grant. The RDA currently employs eight staff, including three project managers and two grant administrator/finance staff. The City employs 128 staff in Community Development and Services that also would be available to support grant management/administrative functions.

Sean Robertson will be the RDA lead for the project and will be responsible for all technical and administrative project elements. Mr. Robertson will work closely with Alejandra Fazekas with the City in completing site prioritization and selection and all project work activities. Mr. Robertson will work closely with David Vorce of the RDA who will manage all financial aspects of the project. All three of these personnel had the same roles for the City’s FY2016 EPA Brownfield Grant. Mr. Robertson will lead QEP and outreach specialist procurement and will direct the project QEP/outreach specialist in all aspects of their work.
4.a.iii. Description of Key Staff: RDA/City key staff listed below will lead the management all grant related technical, administrative, and programmatic tasks.

Sean Robertson, Natural Resources Program Manager: Mr. Robertson will serve as Project Manager, as he has for the City’s FY2016 brownfield grant. Mr. Robertson has a master’s degree in planning. He has worked as a planner in the Las Vegas Valley for 24 years, including 14 years with the City, and 2 years with the RDA. His on-going role leading the City’s EPA brownfield grant makes him ideally suited for this same role for the RDA and its EPA brownfield grant. Mr. Robertson has led the City brownfield program in accomplishing the following project outputs: 1) a comprehensive Target Area brownfield inventory; 2) 24 eligibility determination forms; 3) 21 Phase I ESAs and AAI checklists; 4) 11 SAPs, HSPs, and Phase II ESAs; 5) one remedial planning project; 6) three site-specific reuse planning projects; and 7) ACRES profiles for 22 properties. Project outcomes have included readying 254 acres of property for redevelopment and facilitating eight real estate transactions. Redevelopment of one brownfield property has been completed: demolition of the form Henderson Events Center, and construction in its place the Lifeguard Arena, the official practice facility for the Las Vegas Golden Knights National Hockey League Team. Arena construction created 250 temporary construction jobs and created the equivalent of approximately 90 full time equivalent jobs. The redevelopment of one other brownfield site is currently under construction; a new police station and training facility in West Henderson. Reuse of seven other brownfield sites is in the planning stages, and the redevelopment of these sites is expected to occur in either 2022 or 2023.

RDA project manager Sean Robertson has been completing the City’s EPA Brownfield Grant (extended to September 30, 2022) in compliance with its Cooperative Agreement Work Plan and Cooperative Agreement terms and conditions. All quarterly progress reports, and annual MBE/WBE and federal financial reports have been submitted on time. All ACRES reporting is up to date. There are currently three projects in-progress. Remaining budget likely is sufficient for just 1-2 additional projects.

Alejandra Fazekas, Principal Planner: Ms. Fazekas will serve as the City technical lead for the project. Ms. Fazekas has a master’s degree in planning and is certified by the American Institute of Certified Planners. Ms. Fazekas has been employed by the City of Henderson for 6 years. She has supported Mr. Robertson in all aspects of the City’s current brownfield grant, so is very familiar with all of the requirements of City lead for the project.

David Vorce, Principal RDA Fiscal Administrator: Mr. Vorce will serve as grant administrator, overseeing all financial/administrative requirements of the project. He has over 25 years of broad accounting, auditing, finance and business management experience at all levels. Previously, Mr. Vorce was Chief Financial Officer for the Public Education Foundation and gained knowledge of grant accounting and reporting in this position. He has been employed by the City for 6 years.

4.a.iv. Acquiring Additional Resources: RDA/City have efficient and fair procurement systems in place if the project requires procuring additional resources. RDA/City posts all requests for bids and proposals on its website and provides proposal templates and workshops to assist contractors and promote equity in hiring. RDA/City staff involved in contractor procurement abide by the National Institute of Governmental Purchasing code of ethics, which ensures a level playing field and avoids conflicts of interest. RDA/City will abide by EPA procurement requirements (2 CFR Part 200 and 2 CFR Part 1500) in procuring additional project resources, as needed.

4.b. Past Performance and Accomplishments:

4.b.i. Has Not Received an EPA Brownfields Grant but has Received Other Federal or None-Federal Assistance Agreements: The RDA has received federal assistance agreements from the US Department of Housing and Urban Development including EDI-Special Project Grant No. B-06-SP-NV-0690.

(1) Accomplishments: Purchased and rehabilitated blighted property located at 322 Water Street located within the Downtown URA. This property is currently being redeveloped for mixed-use by a private development partner. Rehabilitation of a public parking lot in the Downtown URA including demolition, asphalt, curbing, striping, landscaping, and engineering services. Fabrication and installation of street and walking tour signage in the Water Street District located within the Downtown URA.

(2) Compliance with Grant Requirements: The project was completed in accordance with all federal assistance agreement requirements. Close-out reporting for the project was completed in 2015.
1. **Applicant Eligibility:** The City of Henderson Redevelopment Agency (RDA) was founded in 1995 in accordance with Nevada Revised Statute (NRS) Chapter 279 – Redevelopment of Communities. The RDA under state law is a separate legal entity from City of Henderson (City).

Traditional Boulevard Concept with separated realms for pedestrians/transit/auto traffic

Selected Reimagine Boulder Highway Design Concept
2. **Community Involvement:** The RDA/City has extensive experience incorporating community involvement into comprehensive/master planning and other projects and has successfully engaged residents and a broad cross section of stakeholder groups during these projects. The recently completed *Reimagine Boulder Highway (RBH) Plan* involved a substantial engagement effort as well led by brownfield project partner Regional Transportation Commission of Southern Nevada (RTC) and supported by the RDA/City. During three phases of engagement between December 2017 and October 2019, 3,822 project surveys and 1,679 emails providing project input were collected. Fourteen community and 11 bus stop activation events were held. The RDA/City will ride this momentum and excitement in the RBH initiative in conducting community brownfield program engagement activities, which aligned closely both geographically and functionally with the RBH project.

With support from its community partners, the RDA is confident that community input will be solicited and received in an equitable fashion as part of our brownfield project using the following methods and tools:

- Routinely communicate one-on-one with community partners on topics related to their project role.
- Hold partner meetings roughly every six months and convene up to four public meetings. Preference will be given to in-person meetings, but meetings will continue to be held virtually if required by COVID-19 restrictions. These meetings will include generally include a presentation by RDA, a post-presentation Q&A segment, followed by interactive exercises to encourage all attendees to participate in providing input.
- The RDA/City has plans to create a RBH webpage on its website. On this webpage a link to a brownfield program webpage will be created. The brownfield webpage will provide general information about the program including contact information for the RDA project lead and naming the EPA as the funding agency for the program. The webpage also will provide access to select program documents including a program fact sheet and site nomination form.
- The RDA/City “eNewsletters!” subscriber system on a roughly quarterly basis.
- Use of local private print/online media to report project progress bi-annually and publicize upcoming public meetings. Project information will be shared via press releases with the following private media outlets: Las Vegas Review-Journal, Las Vegas Sun, Las Vegas Weekly, and Nevada Current.
3. **Named Contractors and Subrecipients:** Not applicable

4. **Expenditure of Assessment Grant Funds:** Not applicable