

NARRATIVE INFORMATION SHEET

1. Application Identification

Honolulu Authority for Rapid Transit (HART)
1099 Alakea Street, Suite 1700
Honolulu, HI 96813

2. Funding Requested

- a. Assessment Grant Type: Community-wide
- b. Requested Amount: \$500,000.00

3. **Location.** The southwestern and southern regions of the City and County of Honolulu, Hawaii.

4. Target Area and Priority Site/Property Information

The target area is comprised of the following four Sections and their respective census tract numbers.

- West Oahu Farrington Highway Section: 86.06, 86.14, 87.01, 87.02, 87.03, 89.13, 89.14
- Kamehameha Highway Section: 75.04, 77.01, 78.08, 80.01, 80.02, 80.03, 80.06
- Airport Section: 66, 70, 71, 74, 98.02, 98.13, 98.14
- City Center Section: 37, 38, 39, 40, 52, 57, 58, 59, 60

It is anticipated that up to 150 properties within the target area will be identified as priority sites for Phase I ESAs and from which Phase II ESAs will be performed for up to two properties. Site eligibility forms will be submitted for EPA approval prior to work and will include detailed information such as TMK numbers and street addresses.

5. Contacts

a. Project Director

Wai Yi Ng, Environmental Manager
Honolulu Authority for Rapid Transportation
1099 Alakea Street, Suite 1700
Honolulu, HI 96813
(808) 768-6128
waiyi.ng@honolulu.gov

b. Chief Executive/Highest Ranking Elected Official

Lori Kahikina, P.E., Interim Executive Director and Chief Executive Officer
Honolulu Authority for Rapid Transportation
1099 Alakea Street, Suite 1700
Honolulu, Hawaii 96813
(808) 768-6262
lkahikina@honolulu.gov

6. **Population.** According to the 2020 United States Census, the City and County of Honolulu has a population of 1,016,508.

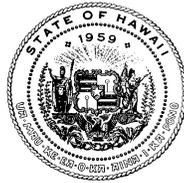
<https://www.census.gov/quickfacts/fact/table/honolulucountyhawaii/PST045219>.

7. Other Factors Checklist

Other Factors	Page #
Community population is 10,000 or less.	Not applicable
The applicant is, or will assist, a federally recognized Indian tribe or United States territory.	Not applicable
The priority site(s) is impacted by mine-scarred land.	Not applicable
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).	1
The priority site(s) is in a federally designated flood plain.	1
The reuse of the priority site(s) will facilitate renewable energy from wind, solar, or geothermal energy.	3
The reuse of the priority site(s) will incorporate energy efficiency measures.	3
30% or more of the overall project budget will be spent on eligible site reuse/area-wide planning activities, as described in Section I.A., for priority site(s) within the target area	8
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.	3

8. Letter from the State. See attachment.

9. Releasing Copies of Applications. Not applicable.



STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. BOX 3378
HONOLULU, HI 96801-3378

In reply, please refer to:
File: HEER Office
181413 MGC

November 16, 2021

Ms. Lori Kahikina, P.E.
Interim Executive Director and Chief Executive Officer
Honolulu Authority for Rapid Transportation
1099 Alakea Street, Suite 1700
Honolulu, Hawaii 96813

Subject: **LETTER ACKNOWLEDGING THE HONOLULU AUTHORITY FOR
RAPID TRANSPORTATION (HART) APPLICATION FOR THE 2022
UNITED STATES ENVIRONMENTAL PROTECTION AGENCY (EPA)
BROWNFIELDS COMMUNITY-WIDE ASSESSMENT (CWA) FOR
PROPERTIES WITHIN THE HONOLULU RAIL TRANSIT PROJECT
(H RTP) CORRIDOR**

Dear Ms. Kahikina:

I am writing as the environmental authority for the State of Hawaii to acknowledge and support HART's intent to apply for the EPA Brownfields CWA Grant and Cleanup Grant. This letter is required by the EPA's Fiscal Year 2022 Guidelines for Brownfield CWA.

The State of Hawaii, Department of Health (HDOH) is very pleased to offer its support to your application and I would like to urge those on the EPA Selection Committee to give it their favorable consideration. I believe your efforts to assess, cleanup and redevelop contaminated property within the H RTP Corridor are commendable. The H RTP Corridor spans approximately 20 miles along the City and County of Honolulu's southwestern and southern coasts. The State's vision is to establish an economically and socially viable community that can provide a range of public benefits. In addition, your work is a major contribution to the statewide Hawaii Brownfields Program that the HDOH is implementing jointly with the State Office of Planning; the Department of Business, Economic Development and Tourism; and the counties.

The HDOH applauds HART for its revitalization and redevelopment of the H RTP corridor. HART's application for the EPA Brownfields CWA Grant is a high priority for the City & County of Honolulu and State of Hawaii so that proper assessments of areas within the H RTP's corridors occur before further development of the properties can continue.

Ms. Lori Kahikina, P.E.
Interim Executive Director and Chief Executive Officer
Honolulu, Authority for Rapid Transportation
November 16, 2021
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There are many areas within the H RTP in need of revitalization and many people who will benefit from its economic development. The redevelopment of the H RTP Corridor will contribute to achieving the State of Hawaii's goals as follows:

- Increase housing and job growth along the H RTP Corridor
- Value communities and neighborhoods by supporting community plans through the revitalization of Brownfields sites
- Increase transportation choices, helping promote equitable and affordable housing and increasing the quality and extent of welfare, environmental and public benefits
- Support environmental justice through sustainable and equitable development approaches

In the event HART is awarded the grant, HDOH commits to its partnership by providing technical assistance and oversight to assure that assessments and cleanups are done in accordance with all State and Federal requirements and that grant funds are properly managed to successfully complete the proposed activities.

The State of Hawaii's vision is to establish and invigorate the H RTP Corridor which will benefit a mix of people with a wide spectrum of activities and commerce. Revitalization will promote future affordable housing and job growth that will preserve Oahu's rural communities, decrease household transportation costs, and better connect Honolulu's residents to their jobs and services. This will result in reducing gas emissions from automobiles; preserve green spaces; and promote job growth. We look forward to supporting your efforts.

Should there be any questions, or for further assistance, please contact our Brownfields Coordinator, Melody Calisay, Ph.D. of the HDOH Hazard Evaluation and Emergency Response Office at (808) 586-4249.

Sincerely,
Harold Lao

Harold Lao, Acting Program Manager
Hazard Evaluation and Emergency Response Office

1. Project Area Description and Plans for Revitalization

1.a Target Area and Brownfields

1.a.i Background and Description of Target Areas. On the Island of Oahu, the Honolulu Authority for Rapid Transportation (HART) is building the Honolulu Rail Transit Project (HRTP), America's first fully automated, driverless urban light metro system. Completion is currently estimated for early 2031. The target area (TA), within which the HRTP will be developed, spans a 20-mile corridor comprising the City and County of Honolulu's (City's) densely populated southwestern and southern coasts (census tracts: 37, 38, 39, 40, 52, 57, 58, 59, 60, 66, 70, 71, 74, 75.04, 77.01, 78.08, 80.01, 80.02, 80.03, 80.06, 86.06, 86.14, 87.01, 87.02, 87.03, 89.13, 89.14, 98.02, 98.13, and 98.14). By 2030, nearly 60% of Oahu's population and more than 90% of the Island's jobs will be located along the HRTP and within the TA. It will connect major residential areas with primary job centers. There will be stops at three University of Hawaii (UH) system campuses, the Aloha Stadium, the Daniel K. Inouye International Airport (HNL), downtown Honolulu business district, and several commercial centers. The City is building the HRTP to improve mobility and travel reliability, provide access to planned development, and enhance transportation equity as commuters from the City's west side have disproportionately suffered from congestion and extended commuter times.

The TA consists of four HRTP Sections. The **West Oahu Farrington Highway Section (WOFH)**, the western portion of the TA, is comprised of historically agricultural lands that are rapidly expanding into residential communities and commercial businesses. The **Kamehameha Highway Group Section (KHG)**, located within the central-western portion of the TA, consists primarily of residential developments, commercial businesses, military housing and facilities, and industrial facilities. The **Airport Section (AS)**, located within the central-eastern portion of the TA, is primarily comprised of industrial, commercial areas, residential communities, HNL, and Joint Base Pearl Harbor-Hickam. The **City Center Section (CC)**, located within the eastern portion of the TA, is within the City's urban core comprised of industrial, light industrial, commercial, business and finance districts, mixed-use, and high-density residential land uses. The CC is the City's earliest commercial and industrial hub. Portions of the TA are within FEMA flood zones including portions of all four Sections designated as FEMA Zone AE and Zone VE. Other Section locations adjoining ten streams traversing the TA are within flood zones designated FEMA Zone AO.

Laborers for agricultural, industrial, and military uses led to a diverse cultural history of communities within the TA. This included a labor force comprised of Native Hawaiians and immigrants from Japan, China, the Philippines, and other locations from Southeast Asia and the Pacific Islands. After nearly a century, and combined with rapid urbanization, the TA bears the results of contaminated and blighted properties because of the extensive use of pesticides in the west; petroleum contamination caused by fuel pipelines, gas stations, auto repair shops, and dry cleaners in portions of WOFH, KHG, AS, and CC; and heavy metals associated with the use and distribution of incinerator ash within portions of the CC. More than 1,000 contaminated sites have been documented in and within 150 meters of the TA.

These historical and current land uses have resulted in soil, groundwater, and soil vapor contamination which drive the identification of priority brownfield sites. Contamination at these priority sites pose could cause delays to the HRTP development schedule and likely increase cost. Other land uses have also contributed to non-point surface discharges to streams that traverse the TA and either adjoin or are within the vicinity of properties that need to be acquired. A minimum of 150 properties (with square footages ranging from <1,000 square feet to 2 acres) still need to be acquired and will likely require Phase I Environmental Site Assessments (ESAs) to accommodate the development of HRTP components and the required right of way. HRTP components include the 12 unconstructed stations within the AS and CC Sections, guideways and columns, and the necessary utilities and transit centers. HART has performed numerous Phase I ESAs as part of property acquisitions within the TA. Phase II ESAs and cleanup activities have also been conducted primarily at future HRTP station locations.

HART's ongoing assessment and cleanup efforts address the primary challenges facing the communities of the TA. Given the limited inventory of affordable housing, TA communities are burdened with high housing costs. Additionally, because affordable housing is typically located in suburbs or areas located miles away from jobs associated with the City's largest industry (tourism), TA communities are faced with high transportation costs and limited options for transportation access. Lastly, because of the City's dependence on tourism and lack of commercial development to encourage a diversification of industry, job opportunities for TA communities are limited.

1.a.ii Description of the Priority Brownfield Sites. The 2010 U.S. Department of Transportation Federal Transit Authority Honolulu High-Capacity Transit Corridor Project Final Environmental Impact Statement/Section 4(f) Evaluation, State of Hawaii Department of Health (HDOH) records, and recent environmental investigations have identified former and current operations contributing to current environmental concerns. These operations include former sugar mills; former bulk fuel storage, distribution infrastructure, and dispensing facilities; a former train depot; former dry-cleaning facilities; former food processing and canning facilities; former fertilizer processing and storage facilities; a former solid waste incinerator; former and current gas stations; former and current auto and marine repair facilities; military activities; and power generating stations. Also, approximately 184 leaking underground storage tanks have been identified in and within 150 meters of the TA. Previous HART ESAs and investigations have identified the likely presence of contamination at more than 40 properties. These properties have been identified as priority brownfield site candidates warranting Phase II ESA investigations. Likely contamination includes total petroleum hydrocarbons, volatile organic compounds including chlorinated solvents, semivolatile organic compounds including polynuclear aromatic hydrocarbons, polychlorinated biphenyls, dioxins and furans, heavy metals, pesticides, and herbicides. Most of these Phase II ESA candidate properties are within the CC Section.

1.b Revitalization of the Target Area(s)

1.b.i Reuse Strategy and Alignment with Revitalization Plans. Completion of H RTP components and associated infrastructure improvements (e.g., electrical, associated roadways and thoroughfares, etc.) are aligned with the outcomes described in revitalization and development plans for TA communities. These plans include the Oahu General Plan, several Community Plans, and City Transit-Oriented Development (TOD) plans for 15 neighborhoods within the TA. The City's 2017 Oahu General Plan encourages sustainable development with compact and mixed-use development patterns that encourage higher densities, multi-modal transportation networks, and TODs to reduce automobile use. The Oahu General Plan also calls for mixed-use development and higher density redevelopment in areas surrounding H RTP stations, and facilitating TOD in station areas to create live, work, and play multi-modal (e.g., walking, biking, riding public bus or rail) communities to reduce travel and traffic congestion.

Three Community Plans provide implementation policies to guide land use approvals, infrastructure improvements, and private sector investment decisions. The City's 2000 Ewa Development Plan (applicable to the western portion of WOFH) references the need to provide medium-density housing and commercial development along the H RTP corridor, supporting use of buses and other forms of mass transit to minimize automobile use. The City's 2002 Central Oahu Sustainable Communities Plan (applicable to the eastern portion of WOFH and western portion of KHG) includes the plan to reduce automobile usage by providing easy access to transit, supporting moderate-density housing and commercial development along the H RTP corridor, and providing for TOD around H RTP stations in Waipahu (Pouhala Station) and Leeward Community College. The City's 2004 Primary Urban Center Development Plan (applicable to the eastern portion of KHG and the entirety of AS and CC) includes land use strategies promoting appropriate alternative urban travel modes including transit, walking, and bicycling; improving the public transit system; enhancing pedestrian mobility; and identifying and stimulating TOD on potential infill and redevelopment properties within the H RTP corridor.

The 15 City TOD plans have been adopted by the City for neighborhoods within the TA to foster livable communities and capitalize on existing features and opportunities presented by the HRTP, which attract commercial and residential redevelopment, and encourage economic growth. Also, according to the Hawaiian Electric Company 2019-2020 Sustainability Report, the City will need to double the existing 80,000 customer-sited rooftop solar systems in 25 years to reach the State’s clean energy goals.

1.b.ii Outcomes and Benefits of Reuse Strategy. The Project’s assessment activities will serve to address disadvantages to TA communities as detailed by Executive Order 14008 Section 223, Justice40 Initiative. The purchase of properties, particularly for stations, provide new access to future residential and mixed-use communities that will help alleviate the high housing cost burden within the TA. This includes the development of approximately 4,000 housing units and over 1,300 affordable units that have already received the City’s approval for development.

The Project will provide more reliable access to employment with improved public transportation options and a reduction in traffic congestion for individuals who live within the WOFH and KHG Sections burdened with high transportation costs and low access to transportation options. The HRTP is forecasted to provide more than 100,000 passenger trips every weekday.

Nine out of 10 federal Opportunity Zones align with TOD zoning around HRTP stations located within the census tracts of 52, 57, 58, 59, 75.04, 80.01, 80.03, 87.02, 87.03, and 89.14. This will support economic development by providing TA communities with a diversification of economic opportunities and subsequent job creation concentrated near HRTP stations, reducing the need to commute from WOFH and KHG TA communities to tourist-related businesses concentrated in Waikiki.

New residential developments within revitalized areas of the TA will contribute to the increase of rooftop solar and community-based renewable energy projects. The HRTP will support regional electrification of transportation goals by utilizing electric-powered rail cars and providing parking and storage facilities with electric charging infrastructure to complement the City’s planned all-electric bus fleet by 2035. A coal-fired power plant, located approximately 4.5 miles away from the western-most portion of the TA, is scheduled for closure in 2022. Although not located directly within the Project’s TA, the plant provides approximately 10% of the City’s firm electricity supply. Renewable energy developments and initiatives serve as outcomes supported by this Project to continue the reliability of clean electricity supply offset by rooftop PV within the TA.

The project will also preserve and revitalize green spaces and horticultural features identified as significant natural and cultural resources such as the Pearl Harbor Historic Trail within the KHG, the Pearl Harbor National Historical Landmark within the AS, and Mother Waldron Park and resources identified in the Chinatown Action Plan within the CC. Additionally, TOD neighborhood plans also include the development of green spaces to complement proposed mixed-uses for living, working, and recreation.

1.c Strategy for Leveraging Resources

1.c.i Resources Needed for Site Reuse. HART has local tax-based funding from a 0.5% Honolulu General Excise Tax (GET) Surcharge added to the State’s existing GET for transactions processed within Honolulu County that is intended to provide a 70% local share. HART is also supported by the Federal Transit Administration (FTA) Full Funding Grant Agreement (FFGA) intended to provide a 30% federal share. Additionally, 1% of the State of Hawaii Transit Accommodations Tax also provides funding for the HRTP. These sources will be utilized to account for costs more than this Grant’s total available funding. Based on HART’s Revised Recovery Plan 2018 (as updated on May 10, 2019), approximately \$626 Million is budgeted for property acquisition and approximately \$7.45 Billion is budgeted for other HRTP design, construction, planning, and program-wide related expenses.

In addition to this EPA Brownfields Community-wide Assessment (CWA) Cooperative Agreement, subsequent cleanup activities at select properties are anticipated. HART will pursue future partnering opportunities with EPA for additional assessment and cleanup cooperative agreements to further ensure the revitalization of priority sites.

Public-service development around the H RTP (including pedestrian sidewalks, landscaping and green spaces, main thoroughfares, and multi-modal transportation infrastructure) will be performed by other City and State entities and funded by other sources such as capital improvement plan budgets. Residential and commercial mixed-use TOD development would primarily be driven by private development utilizing various investment capital funding sources and include incentives offered by the City related to additional height and/or density variances in exchange for providing community benefits that serve a public purpose.

1.c.ii Use of Existing Infrastructure. To the extent practical, HART intends to use all existing infrastructure within the Project’s TA including the existing right of way and existing utilities and utility and property easements. However, H RTP construction plans include improvements to or relocation of utilities such as water, wastewater, stormwater, electrical, gas and petroleum, and communications. While the cost of relocating existing utilities to accommodate the rail infrastructure will be paid for by the H RTP, HART is working closely with other City agencies, private property owners, and private utility companies to ensure an integrated approach to infrastructure improvement. Furthermore, HART coordinates with other City and State entities to ensure adjoining features such as roads, bridges, waterways, etc. are protected or upgraded as needed. The project also intends to preserve existing buildings and other structures that have been deemed significant historical or architectural resources such as the Holau Market within the CC Section and adjoining the H RTP Holau Station.

2. Community Need and Community Engagement

2.a Community Need

2.a.i The Community’s Need for Funding. The City experiences one of the most challenging housing markets in the nation. According to the National Board of Realtors, the City’s housing affordability index was 74.8 in 2020, compared to the national affordability index of 171. Affordability challenges are also demonstrated by the percentage of renters within the TA ranging from 50.8% to 60.8% of residents in 2019, as compared to the City (42.4%), the State (40.7%), and the nation (33.4%) as indicated by the U.S. Census Bureau American Community Survey (ACS). The 2019 median household income within the TA was nearly 32% lower than the City and 29% lower than the State. Worsening the situation is the chronic issue of a critically low inventory of affordable housing. The number of housing units in the City increased by only 0.6% between 2012 and 2016.

According to the Hawaii Tourism Authority’s 2019 Hawaii Visitor Statistics, tourism, the City’s primary industry, experienced a total of 6.2 Million visitors, injecting \$8.9 Billion into the City’s economy. However, due to travel restrictions imposed in response to the coronavirus disease 2019 (COVID-19) pandemic, visitor arrivals plummeted by 98% and more than 78,000 jobs in the tourism industry were lost (U.S. Bureau of Labor Statistics, 2020). Worsened by governmental stay-at-home orders, employment within other industries were also impacted and the City’s overall unemployment rate rose to nearly 20% by May 2020 with the State’s and nation’s rates rising to 21.9% and 14.8%, respectively. Employment within the TA has not returned to pre-pandemic levels and high unemployment is likely to remain because of both COVID-19 and a lack of alternative employment opportunities.

While tourism serves as the largest industry in the State, its jobs are generally not located within the TA. Individuals who live within TA communities are burdened with high transportation cost burdens and limited options for transportation access. In 2019, the percent of commuters within the WOFH and CC Sections were 13.75% and 23.4%, nearly three times that of the City (7.2%) and four times that of the State (5.4%) and nation (5%). Further, EPA’s Environmental Justice Screen (EJScreen) Tool indicates the TA Traffic Proximity and Volume value is 3,700 daily traffic counts/distance to road which is greater than the value of the State (1,200) and nation (750). The City’s traffic has consistently been ranked among the worst in the nation with Honolulu ranked worst in congestion among all medium-sized U.S. cities in a 2019 Texas A&M Urban Mobility Report.

While HART's Revised Recovery Plan 2018 has committed to completing the H RTP at a cost no greater than \$8.165 Billion, rising construction costs in Honolulu have outpaced the anticipated costs in the FTA FFGA budget. There are currently no indications that FTA will increase funding nor are there indications that additional funding sources will be made available. The burden to compensate for cost increases will directly impact TA communities through the City's Local GET Surcharge and State of Hawaii Transit Accommodations Tax as mentioned in Section 1.c.i. EPA's financial support would offer another funding source and some much needed and appreciated relief to taxpayers of TA communities.

2.a.ii Threats to Sensitive Populations

2.a.ii.1 Health or Welfare of Sensitive Populations. The 2019 percent population of two Sections for which poverty status was determined (7.4% for WOFH and 10.9% for CC) were significantly greater than the City (4.9%) and one Section greater than the State (8.6%) (U.S. Census Bureau ACS, 2019). The percent of population receiving public assistance from the Supplemental Nutrition Assistance Program within the TA ranged from 12.5% to 17.5%, significantly greater than those of the City (9%), State (10.4%), and nation (10.7%). In 2019, TA sensitive populations represented the following percentages of the City and State total population:

- Under the age of 5 - 17% and 12%
- Females 15 to 50 years of age - 5% and 4%
- Individuals over 65 years of age - 11% and 7%

Portions of the TA are served by nearly ten subsidized housing complexes and for which parts of these neighborhoods experience significant homeless populations that are assisted by social service providers. According to the Office of the Lieutenant Governor of the State of Hawaii, it is estimated that approximately 15,000 individuals are homeless in Hawaii. Historical and current contamination because of illegal dumping of waste pose direct exposure risks to the homeless population.

2.a.ii.2 Greater Than Normal Incidence of Disease and Adverse Health Conditions. The absence of open spaces within AS and CC, primarily due to historical industrial land uses, poses risks to children who may frequent streams and waterfront areas indirectly used for industrial purposes such as outfalls from or runoff collection points of auto repair shops, tire recycling yards, salvage operations, and a former incinerator. Additionally, a lack of trails and walking options minimize the opportunity for communities to combat obesity and Type 2 diabetes which is a problem within the City and State.

Assessment activities will contribute to the revitalization and development within the TA in alignment with Neighborhood TOD plans which promote healthier well-being options such as more walking trails, green spaces, and multi-modal transportation to encourage walking and biking and reduce congestion and vehicle-related pollution. Further, arts and cultural programs of H RTP stations will provide a sense of place for surrounding neighborhoods offering populations with the TA opportunities to explore and appreciate their communities and access to neighboring communities like never before.

2.a.ii.3 Promoting Environmental Justice. EPA's EJScreen Tool indicates the following significant demographic indicators for the TA: 1) People of Color Population value of 87%, greater than those of the State (78%) and the nation (39%); Linguistically Isolated Population of 14%, greater than those of the State (6%) and nation (4%); Population with Less than a High School Education of 13%, greater than the State (8%) and equal to the nation; and The Low Income Population of 27%, greater than the State (23%).

TA communities will benefit from assessment activities through more reliable multimodal travel options that provide greater access to educational opportunities especially between the UH system schools which are the fastest growing public baccalaureate schools in the country and serving the largest population of Native Hawaiian undergraduate students and military and veteran students.

The State and City continue to be faced with reduced purchasing power for goods and services. The July 2021 Consumer Price Index for the State and City is approximately 299, compared to the national city average of 273. TA communities also experience high energy cost and transportation cost burdens with the State's October 2021 average cost of regular gas per gallon being 26% greater than the national

average (AAA, 2021) and the State’s June 2021 residential energy cost per kilowatt hour nearly 2.4 times greater than the national average (U.S. Energy Information Administration, 2021).

2.b Community Engagement

2.b.i Project Involvement. HART is committed to partnering with TA community stakeholders and businesses by employing its Public Involvement Plan. Established community engagement programs include educational outreach, speaker presentations, construction notifications, and community meetings. HART has also secured several strategic partners and resources to assist businesses during Project implementation. Community partners provided in Table 1 play important roles in the implementation of this Project. HART’s Government Relations and Public Involvement departments have merged into one group as a renewed partnership bringing all stakeholders in businesses, labor, and government together. It should be noted that community engagement efforts will be performed and supported by other leveraged funding sources, as detailed in Section 1.c.i.

Table 1. Community Partners and Project Roles of Community Partners		
Community Partnerships	Contact Info	Specific Role with Project
Move Oahu Forward	Sara Hamakawa sara@kaimanahila.com	Coordinates public outreach.
City Department of Planning and Permitting - TOD	Harrison Rue (808) 768-8294	Coordinates the City’s TOD public outreach around stations.
Iwilei Business Center Associates	Tom Matthews (808) 537-6937	Assists with public outreach.
Hawaii Community Development Authority	Deepak Neupana (808) 594-0300	Assists with public outreach.
Aloha Stadium Authority	Stephen Lee stephen.g.lee@hawaii.gov	Assists with outreach associated with Stadium-related outreach.
HDOH Hazard Evaluation and Emergency Office	Tom Gilmore (808) 586-4353 thomas.gilmore@doh.hawaii.gov	Assists with outreach associated with public health.
HART Business Alliance Program	Joey Manahan (808) 768-6135 jmanahan@honolulu.gov	Develops relationships with key community and business stakeholders.
HART “Open for Business” and “Access Signage” Program		Assists businesses with operational signage.
HART Weekly e-Blast		Provides project information and weekly traffic updates.
Speaker’s Bureau		Provides project update presentations to non-profit and community organizations, agencies, business associations, and educational institutions.
24-Hour Project Hotline & Project email	HART (808) 566-2299 info@honolulutransit.org	Helps mitigate construction issues in real-time by gathering and facilitating responses.

2.b.ii Project Roles. Table 1 provides roles and assistance provided by community partners.

2.b.iii Incorporating Community Input. Before the COVID-19 pandemic, HART’s public outreach activities included hundreds of community meetings at weekly, monthly, periodic frequencies consistent with HART’s Public Involvement Plan and Community Outreach; construction activity outreach; monthly neighborhood board meetings; virtual presentations of HART Board meetings, special events attended by

the community; special presentations to community organizations and school groups; and outreach to businesses impacted by H RTP construction. Since the pandemic, HART has expanded its ability to connect with its community partners virtually and with greater scope. These include virtual behind-the-scenes look of operational buildings, from aboard the H RTP trains, and within stations; weekly e-mail blasts, monthly newsletters, and social media updates; and joining HART and its construction partners to communicate construction schedules and work status updates. Community input and comments are compiled and reviewed for consideration and addressed by HART’s community engagement and business outreach entities. HART’s Language Access Plan reinforces HART’s policy of providing meaningful access to its services, programs, and activities for individuals with limited English proficiency by providing competent and timely oral language services as well as written translations of vital documents. HART will continue these activities within the TA during the implementation of this Project.

3. Task Descriptions, Cost Estimates, and Measuring Progress

3.a Description of Tasks/Activities and Outputs. Project tasks and activities will be as follows.

Table 2
Task 1: Grant Coordination
<p>i. Project Implementation:</p> <ul style="list-style-type: none"> Attend up to two National Brownfields Training Conferences by two HART personnel. Additional grant coordination efforts will be performed and supported by other leveraged funding resources. These include the development of quarterly reports; submissions of Federal Financial Report (FFR) Form SF-425s and Minority Business Enterprise/Women Business Enterprise (MBE/WBE) Utilization Form 5700-52As; updating of the EPA Brownfields Assessment, Cleanup, and Redevelopment Exchange System (ACRES); and submission of the Final Report. Community engagement efforts, as detailed in Section 2.b, will be performed, and supported by other leveraged funding resources.
<p>ii. Anticipated Project Schedule: Tasks will be performed as prescribed by the Cooperative Agreement from award date through Cooperative Agreement end. Anticipated attendance at National Brownfields Training Conferences will be in 2023 and 2025.</p>
<p>iii. Task/Activity Lead: HART</p>
<p>iv. Outputs: EPA quarterly and annual reports; Form SF-425s and MBE/WBE Utilization Form 5700-52As; updating of EPA ACRES; submission of the Cooperative Agreement Final Report; community engagement meetings and incorporation of needs; and attendance of two HART personnel at up to two regional or national brownfields conferences.</p>
Task 2: Phase I ESAs, Phase II ESAs, and Preliminary Remedial Action Work Planning
<p>i. Project Implementation:</p> <ul style="list-style-type: none"> Perform Phase I ESAs (in accordance with ASTM E1527-13 and the All Appropriate Inquiries [AAI] rule) for up to 150 properties approximately every 180 days prior to acquisition with an anticipated total number of 400 Phase I ESAs performed. HART will use mobile and Esri-based tools it has developed to cost-effectively prepare property Phase I ESAs when compared to traditional Phase I ESAs performed for individual properties. The number of properties is anticipated to decrease for each 180 day update due to property acquisition needs and as properties are acquired which will reduce the total number of properties yet to be acquired. Perform Phase II ESAs (in accordance with ASTM E1903-19) for up to two of the approximately 40 properties warranting investigation to confirm the presence of contaminants of concerns, evaluate exposure to current and future receptors, determine whether cleanup is needed, and evaluate soil and groundwater management options. Phase II ESAs will be comprised of HDOH- and EPA-approved project work plans, sampling and analysis activities, and reporting. Whereas more than two properties

would benefit from Phase II ESAs, HART’s ability to conduct other Phase II ESAs is therefore limited and the EPA Brownfields CWA is only anticipated to provide funding for up to two properties.

- Perform up to two Analyses of Brownfield Cleanup Alternatives (ABCAs) based on Phase II ESA findings. The ABCAs will summarize the identified contaminant(s) of concern, regulatory overview and standards, the cleanup alternatives considered, and the proposed cleanup. The ABCA will be a preliminary document for which finalizing will be performed as part of pre-cleanup activities outside of this Project (in the form of a remedial action work plan).

ii. Anticipated Project Schedule: Phase I ESAs will be performed approximately every 180 days. Phase II ESA activities will be conducted from 1 year of award through the end of the Project. ABCAs will be developed following the completion of Phase II ESAs through the Project end date.

iii. Task/Activity Lead: HART, with HDOH coordination which will serve as the regulatory agency.

iv. Outputs: Phase I ESA reports will be produced approximately every 180 days; Phase II ESA work planning, sampling and analysis, and final reporting for up to two properties; and up to two ABCAs.

3.b Cost Estimates. Project costs are summarized in Table 3, detailed in the subsequent sections, and based on engineering estimates developed considering recent projects with similar scope and previous Cooperative Agreement experience. Site assessment tasks comprise 98% of the proposed cost estimate. It should be noted that these cost estimates account for the resources available by this Grant only and do not reflect the total cost estimated to complete the entire Project. HART will leverage other funding resources, as detailed in Section 1.c.i, to ensure eligible tasks and associated tasks are completed.

Budget Categories	Task 1	Task 2	Cost Totals
Travel	\$10,000	\$0	\$10,000
Contractual	\$0	\$490,000	\$490,000
Total Budget	\$10,000	\$490,000	\$500,000

Task 1: Grant Coordination - \$10,000. Travel costs include \$5,000 for two HART personnel (\$2,500 each in flight and accommodation costs) to attend two National Brownfields Training Conferences. Additional grant coordination efforts will be performed by HART and supported by other funding resources, as detailed in Section 1.c.i. These additional grant coordination efforts include development of quarterly reports to EPA; submissions of FFR Form SF-425s and MBE/WBE Utilization Form 5700-52As; updating of EPA ACRES; and submission of the Cooperative Agreement Final Report. Community engagement efforts, as detailed in Section 2.b, will also be supported by other funding resources, as detailed in Section 1.c.i.

Task 2: Phase I ESAs, Phase II ESAs, and Remedial Action Work Planning - \$490,000. \$262,000 in contractual costs include performing up to 400 Phase I ESAs (ASTM E1527-13). Estimated cooperative agreement support needed to develop each Phase I ESA is \$655. \$195,000 in contractual costs for two Phase II ESAs. The \$97,500 contractual cost for each Phase II ESA includes \$10,000 for a Phase II ESA work plan, \$74,500 for associated field activities, and \$13,000 for reporting. \$33,000 in contractual costs include the development of two ABCAs.

3.c Measuring Environmental Results. The following milestones will be utilized to measure the schedule, completion, and budgetary costs of each output:

Task 1. Grant coordination activities will include HART staff attendance and presentation at up to two National Brownfields Training Conference which provide the opportunity to share Project successes with regulators, municipalities, and other land revitalization and brownfields stakeholders. Additional grant coordination activities will be measured by the on-time submission of EPA quarterly reporting, annual and closeout SF-425 and Form5700-52A submissions, updating of ACRES as appropriate, and facilitating recurring meetings with EPA and other stakeholders. Community engagement will be measured by the number of planned community engagement and business outreach activities performed.

Task 2. The completion of Phase I ESAs for properties will meet the required All Appropriate Inquiries (AAI) for property acquisition and to identify RECs for consideration of additional investigation through Phase II ESAs. Phase II ESAs will provide information regarding the presence or likely presence of substances within the scope of the CERCLA, allow for an initial evaluation as to the nature and extent of contaminants, identify risks for current and future receptors (including construction workers), and evaluate remediation needs. ABCAs will be developed to provide preliminary remedial action cleanup work planning and will include the proposed area to be cleaned up, estimated volumes of contamination to be removed, number of parcels cleaned up, and availability of the property for further development.

4. Programmatic Capability and Past Performance

4.a Programmatic Capability

4.a.i Organizational Capacity. HART, the City's semi-autonomous public transit authority responsible for the planning, construction, and expansion of the HRTP, has in place chains of command, programs, and procedures capable of completing all technical, administrative, and financial requirements of the Project and grant. HART is overseen by both a Board of Directors and its Interim Executive Director and CEO, Ms. Lori Kahikina, P.E. Key Departments that will be involved with implementation of the Project include the **Departments of Transit Property Acquisition and Relocation** (providing administrative support for physical access to and acquisition of site eligible properties), **Budget and Finance** (providing financial support and reporting, and drawdown of this Project's grant budget), **Planning, Environmental Compliance and Sustainable Mobility** (providing programmatic oversight and coordination), and **Public Involvement** (providing public outreach and communication).

4.a.ii Organizational Structure. The HART Environmental Manager will serve as the Project Director, responsible for day-to-day operations and coordination with the EPA Project Officer. Supervisory support will be provided by the HART Director of Planning, Environmental Compliance and Sustainable Mobility. HART has experience working with EPA personnel and its processes because of its successful execution and completion of a FY2017 EPA Brownfields CWA Grant and FY2017 EPA Brownfields Cleanup Grant.

4.a.iii Description of Key Staff. HART Director of Planning, Environmental Compliance and Sustainable Mobility – Ryan Tam. Mr. Tam will provide task and activities supervision for this project. Mr. Tam has a Doctor of Philosophy degree in Urban and Regional Planning and a Master of Science Degree in Transportation from Massachusetts Institute of Technology, a Master of Urban Planning from Harvard University, and a Bachelor of Science (BS) in Urban and Regional Studies from Cornell University. Over his 10 years with the HRTP, he has been instrumental in transportation planning activities such as managing the development of the project travel demand forecasting model, geographic information system, and federally required studies and project plans; coordinating with stakeholders to administer project planning requirements; and partnering with agencies and community stakeholders to develop multimodal access projects and secure construction funding.

HART Environmental Manager - Wai Yi Ng. Ms. Ng is responsible for HART's planning, managing, and coordinating of assessments and cleanups of contaminated materials and sites along the HRTP, which she will lead for this grant. The program identifies the types of contamination, identifies appropriate disposal methods, and remediates the hazardous material in accordance with local, state, and federal laws. She has over 14 years of experience working on contaminated landfills, gas stations, petroleum refineries and terminal, laundry facilities, and transportation projects in South Carolina, Georgia, and Hawaii. She has a BS in Geology from the University of South Carolina-Columbia and has been conducting environmental investigations in Hawaii for over 10 years. She led and oversaw successful completion of the previous FY2017 CWA and Cleanup grants.

4.a.iv Acquiring Additional Resources. In accordance with Federal Acquisition Requirements, the State of Hawaii Public Procurement Code (Hawaii Revised Statute Chapter 103D and the Hawaii Administrative Rules, Title 3, Department of Accounting and General Services), and other applicable federal procurement flow down requirements, HART's competitive procurement process includes (but is

not limited to) a public request for proposals, technical and cost evaluations, and agreement to HART's terms and conditions.

4.b Past Performance and Accomplishments

4.b.i Currently Has or Previously Received an EPA Brownfields Grant. In FY2017, HART was awarded two EPA Brownfields Grants: 1) \$300,000 CWA Grant (BF-99T63501-1) and 2) \$600,000 Cleanup Grant (BF-99T56501-0).

4.b.i.1 Accomplishments. Outputs and outcomes for each FY2017 Grant are as follows:

CWA Grant BF-99T63501-1. 254 Phase I ESAs completed on 99 properties over three approximately 180-day intervals. Additionally, Phase II ESA work planning and field activities (approved by EPA and HDOH) were completed for the future HRTP Kuloloia (Downtown) Station. The Phase II ESA indicated concentrations of chemicals of potential concern above HDOH environmental action levels. A Phase II ESA report was prepared in compliance with ASTM E1903-11 and included an Environmental Hazard Management Plan (EHMP). The Phase I and II ESAs assisted HART with acquiring some of these properties by identifying contamination and negotiating costs for remediation with landowner(s).

Cleanup Grant BF-99T56501. HART completed cleanup activities at three brownfield sites within the future HRTP Kuwili (Iwilei) Station, totaling 0.4 acres of developable land. This included an HDOH-approved Remedial Action Work Plan (RAWP), excavation and disposal of nearly 1,824 tons of contaminated soil, reuse of fill from other parts of the HRTP, site restoration of the property to support subsequent site redevelopment efforts, and finalization of a Remedial Action Completion Report (RACR). An HDOH-approved EHMP was also put in place to support future construction of the Kuwili Station.

4.b.i.2 Compliance with Grant Requirements. HART has complied with the grant and workplan requirements for each grant as follows:

Grant BF-99T63501. HART completed Phase I ESA tasks in accordance with ASTM E1527-13 and meeting AAI rule requirements, per the EPA's *Checklist for Phase I Site Assessments Conducted Using EPA Brownfields Assessment Grant Funds*. HART received regulatory approvals for the Phase II ESA outputs conducted in accordance with ASTM E1903-19 for the future HRTP Kuloloia (Downtown) Station site. The Phase II ESA work plan and final report were approved by and submitted to both the HDOH and EPA. Due to a delay of the workplan approval process and access to the Phase II ESA site, additional time was required to complete the proposed Phase II ESA. As such, an amendment to Grant BF-99T63501 was approved, extending the original project period end date from June 30, 2020 to June 30, 2021. Reporting requirements including quarterly reports, updates to ACRES, annual FFR Form SF-425s and MBE/WBE Form 5700-52As, and the closeout report were submitted to EPA. HART has utilized the entirety of the approved budget to complete all required tasks.

Grant BF-99T56501. HDOH approval was received for the completion of site remediation planning and contamination cleanup activities at three brownfield sites within the future HRTP Kuwili (Iwilei) Station. The final RACR was approved by HDOH and includes the EHMP. Due to a delay of the RAWP and RACR approval processes, and delays in access to the site, additional time was required to complete cleanup activities. As such, an amendment to Grant BF-99T53501 was approved, extending the project period end date from December 30, 2020 to December 30, 2021. Reporting requirements including quarterly reports, updates to ACRES, annual FFR Form SF-425s and MBE/WBE Form 5700-52As, and the closeout report were submitted to EPA. To date, HART has utilized the entirety of the approved budget, in addition to leveraged resources, to complete all required tasks.

THRESHOLD CRITERIA

1. Applicant eligibility. The Honolulu Authority for Rapid Transportation (HART) is a general purpose unit of local government as defined under 2 CFR 200.64.

2. Applicant eligibility if other than a city, county, state, or tribe: Not applicable.

3. Community Involvement: HART is committed to partnering with Target Area community stakeholders and businesses by employing its Public Involvement Plan. Established community engagement programs include educational outreach, speaker presentations, construction notifications, and community meetings. HART has also secured several strategic partners and resources to assist businesses during Project implementation. Community partners play important roles in the implementation of this Project. HART's Government Relations and Public Involvement departments have merged into one group as a renewed partnership bringing all stakeholders in businesses, labor, and government together.

Before the COVID-19 pandemic, HART's public outreach activities included hundreds of community meetings at weekly, monthly, periodic frequencies consistent with HART's Public Involvement Plan and Community Outreach; construction activity outreach; monthly neighborhood board meetings; virtual presentations of HART Board meetings, special events attended by the community; special presentations to community organizations and school groups; and outreach to businesses impacted by HART construction. Since the pandemic, HART has expanded its ability to connect with its community partners virtually and with greater scope. These include virtual behind-the-scenes look of operational buildings, from aboard the HART trains, and within stations; weekly e-mail blasts, monthly newsletters, and social media updates; and joining HART and its construction partners to communicate construction schedules and work status updates. Community input and comments are compiled and reviewed for consideration and addressed by HART's community engagement and business outreach entities. HART's Language Access Plan reinforces HART's policy of providing meaningful access to its services, programs, and activities for individuals with limited English proficiency by providing competent and timely oral language services as well as written translations of vital documents. HART will continue these activities within the Target Area during the implementation of this Project.

4. Named contractors and subrecipients. HART has not named a contractor or subrecipient in its FY2022 Community-wide Assessment Grant application.

5. Available balances on each open Assessment Grant and Multipurpose Grant. HART does not have an open Assessment Grant or Multipurpose Grant.