RE: Narrative Information Sheet – USEPA FY2022 Brownfields Assessment Grant Application

Fresno Metropolitan Ministry is pleased to submit this proposal for United States Environmental Protection Agency (USEPA) Fiscal Year (FY) 2022 Brownfields Assessment Grant funding. Requested information is provided below.

1. Applicant ID: Fresno Metropolitan Ministry (Metro)

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

3. Location: City of Fresno, Fresno County, California

4. Target Area and Priority Site/Property Information
   a. Target Areas (TAs) and Census Tracts (CTs): The project will focus on the Blackstone Avenue Target Area, which encompasses the southernmost 4.5 miles of the Blackstone Avenue Corridor within the City of Fresno. Priority sites are located within the following four Fresno County census tracts (CTs): 23, 24, 35, and 51.

   b. Addresses for Priority Sites: The following six priority sites are featured in the grant application narrative:

   - Site 1A – 1260-70 N. Blackstone Ave., Fresno, CA 93703 (4 parcels in CT 23)
   - Site 2A – 1306-96 N. Blackstone Ave., Fresno, CA 93703 (13 parcels in CT 23)
   - Site 2B – 1538 N. Blackstone Ave., Fresno, CA 93703 (7 parcels in CT 24)
   - Site 2C – 1550-74 N. Blackstone Ave., Fresno, CA 93703 (4 parcels in CT 24)
   - Site 3A – 2901-29 N. Blackstone Ave., Fresno, CA 93703 (4 parcels in CT 35)
   - Site 3B – 3520 N. Blackstone Ave., Fresno, CA 93726 (1 parcel in CT 51)
5. Project Contacts

<table>
<thead>
<tr>
<th><strong>Project Director:</strong></th>
<th><strong>Chief Executive:</strong></th>
</tr>
</thead>
</table>
| Keith Bergthold, Executive Director  
Fresno Metropolitan Ministry  
3845 N. Clark Street, Suite 101  
Fresno, CA 93726  
559-485-1416  
keith@fresnometmin.org | Dr. Francine Oputa, President – Board of Directors  
Fresno Metropolitan Ministry  
3845 N. Clark Street, Suite 101  
Fresno, CA 93726 |

6. Population of Target Area Cities: 525,210 (City of Fresno; American Community Survey, 7/1/2019).

7. Other Factors Checklist

<table>
<thead>
<tr>
<th>Other Factors</th>
<th>Page #</th>
</tr>
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<tbody>
<tr>
<td>Community population is 10,000 or less.</td>
<td>N/A</td>
</tr>
<tr>
<td>The applicant is, or will assist, a federally recognized Indian tribe or United States territory.</td>
<td>N/A</td>
</tr>
<tr>
<td>The priority brownfield site(s) is impacted by mine-scarred land.</td>
<td>N/A</td>
</tr>
<tr>
<td>The priority site(s) is adjacent to a body of water (i.e., the border of the 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>N/A</td>
</tr>
<tr>
<td>The priority site(s) is in a federally designated flood plain.</td>
<td>N/A</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>N/A</td>
</tr>
<tr>
<td>The reuse of the priority site(s) will incorporate energy efficiency measures.</td>
<td>Narrative (p. 3)</td>
</tr>
<tr>
<td>30% or more of the overall project budget will be spent on eligible reuse/area wide planning activities for priority site(s) within the target area.</td>
<td>N/A</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>N/A</td>
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</table>

N/A = not applicable

8. Letter from the State or Tribal Environmental Authority: A letter of acknowledgement from the California Department of Toxic Substances Control is attached.

9. Releasing Copies of Applications: Not applicable - the application does not contain confidential, privileged, or sensitive information.
November 19, 2021

Ms. Noemi Emeric-Ford
US EPA Region 9 Brownfields Program
Southern California Field Office
600 Wilshire Blvd., Suite 1460
Los Angeles, California 90017

STATE OF CALIFORNIA LETTER OF ACKNOWLEDGEMENT FOR BROWNFIELDS GRANT APPLICATION FOR FRESNO METROPOLITAN MINISTRY

Dear Ms. Emeric-Ford:

The Department of Toxic Substances Control (DTSC) of the California Environmental Protection Agency (Cal/EPA) acknowledges and supports the Fresno Metropolitan Ministry’s application for a U.S. Environmental Protection Agency (U.S. EPA) Community-Wide Assessment Grant. DTSC is one of the lead regulatory Agencies responsible for overseeing the investigation and remediation of hazardous substances release sites in California. Through various initiatives, DTSC works cooperatively with state and local agencies, private entities and communities to facilitate brownfield reuse and achieve cost-effective remediation solutions, while safeguarding public health and the environment. DTSC has worked cooperatively with numerous stakeholders throughout California assisting with redevelopment and reuse plans for hazardous substances and petroleum release sites in our state.

DTSC fully supports the Fresno Metropolitan Ministry’s efforts to apply for and obtain one Community-Wide Assessment Grant for $500,000 to address six tasks that include: oversight and reporting, inventory and site selection, Phase 1 and Phase 2 Environmental Site Assessments, remedial planning, community outreach, and reuse planning to continue their leading effort to revitalize the Blackstone Avenue corridor.

This grant will allow the Fresno Metropolitan Ministry to work with State Agencies in a productive manner that protects the environment, improves the lives of the citizens of the area, and enhances the distressed brownfield sites. We appreciate the opportunity
to support local agency programs because they play a critical role in California’s effort to protect the environment and public health.

If you have any questions, please contact Ms. Leona Winner at (279) 895-5275, or via email at Leona.Winner@dtsc.ca.gov.

Sincerely,

[Signature]

Steven Becker, P.G., Chief
Santa Susana Field Laboratory Branch
Site Mitigation and Restoration Program
Department of Toxic Substances Control

cc: (via email)

Ms. Leona Winner
Senior Environmental Scientist
Site Mitigation and Restoration Program
Department of Toxic Substances Control
Leona.Winner@dtsc.ca.gov
NARRATIVE PROPOSAL
1. PROJECT AREA DESCRIPTION & PLANS FOR REVITALIZATION

1.a.i. Target Area & Brownfields – Background & Description of Target Area (TA): The City of Fresno (the “City”) is located near the geographic center of California within the southern portion of the Central Valley – the most productive agricultural region in the United States (US). It is the 5th most populous city in California (CA) and the 34th most populous in the US. Founded as a railway station in 1872 and incorporated in 1885, the City has seen continued growth throughout its history, including adding nearly 310,100 residents since 1980 to reach its current estimated population of 527,422. Many of the City’s current urban challenges are linked to development decisions made in the 1950s-60s, including completion of a freeway system that separated Downtown from surrounding neighborhoods and facilitated urban sprawl; conversion of Fulton Street (the Downtown’s main shopping street) into a pedestrian mall; and the gradual demolition of much of Downtown’s walkable mixed-use urban fabric for surface parking lots, high-speed one-way roads, and superblock office development. Such projects contributed to the decline of the Downtown and many of the City’s inner neighborhoods. In 2005, a Brookings Institution study identified Fresno as having the highest concentrated poverty rate of any large city in the US\(^1\). As detailed in Section 2.a.ii, these residents also experience some of the highest pollution burdens in the US.

TA Description: Blackstone Avenue is a north-south arterial road that is the primary commercial corridor extending 8-miles north from Fresno’s downtown. Over 50,000 residents and 2,100 businesses are located within the 8-square-mile area extending ½-mile east and west from Blackstone Avenue. Until the current Highway 41 (a freeway) was constructed in the 1980s, Blackstone Avenue was the primary route for travelers passing through Fresno enroute to Yosemite National Park or the CA coast. United States Environmental Protection Agency (USEPA) community wide assessment (CWA) grant funding will be used to assess and advance the redevelopment of several catalyst brownfield sites located within the southernmost 4.5-mile segment of Blackstone Avenue, extending from Divisadero Street to the south to Shaw Avenue to the north. This is the oldest portion of the corridor, and an area that since the 1980s has experienced substantial disinvestment resulting in many vacant, abandoned, and underused properties.

The adoption of the City’s 2035 General Plan in 2014 ignited a new focus on investment within the City’s older established neighborhoods and major transit-serving corridors – particularly Blackstone Avenue. A new Citywide Development Code adopted in 2015 established a policy framework for revitalizing the Blackstone Avenue Corridor emphasizing rehabilitation, intensification, and reuse of vacant and underutilized land throughout the Corridor. The Code also established Mixed-Use District zoning along most of the Corridor with a goal of encouraging a mix of housing, retail, office, and active public spaces in a pedestrian-oriented environment.

Inspired by these planning actions, in 2015 a coalition of local businesses, neighborhood groups, and community stakeholders, led by Fresno Metropolitan Ministry (Metro), established the Better Blackstone Association (BBA) to help catalyze and guide transformation of the corridor through development of cross-sector constituencies for urban revitalization, environmental conservation, and creating sustainable communities. To further these efforts, the Better Blackstone Community Development Corporation (BB CDC) was established in 2016. Subsequent planning efforts (detailed in Section 1.b.i) have focused on redevelopment of sites along the southernmost (and most distressed) section of the Blackstone Avenue TA.

1.a.ii. Target Area & Brownfields – Description of Priority Brownfield Site(s): Table 1. Priority Site Descriptions.

<table>
<thead>
<tr>
<th>Site</th>
<th>Address</th>
<th>Description</th>
</tr>
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<tbody>
<tr>
<td>1A</td>
<td>1260-1270 N. Blackstone Ave.</td>
<td>This 1.24-acre 4-parcel site is currently a parking lot. Historical use of the site for residential purposes dates to at least 1919 and by 1950 over 12 dwellings were present. Environmental concerns include potential arsenic, lead, and polycyclic aromatic hydrocarbon (PAH) impacts to soil associated with long-term residential use, as well as historical fill and demolition debris that may be buried on site. The site is located 1-block north of the Olive Ave. Q-Line Bus Rapid Transit (BRT) stop.</td>
</tr>
<tr>
<td>2A</td>
<td>1306-1396 N. Blackstone Ave.</td>
<td>This 3.97-acre 13-parcel site is currently used by commercial businesses including a furniture store, carburetor shop, appliance repair shop, a flooring products shop, and a tire store. Commercial/industrial uses of the property date to at least 1919 when the site was fully developed and occupied by a lumber yard, sheet metals works, building material supply businesses, and a gas station. Environmental concerns include potential impacts from: 1) arsenic, lead, PAHs, total petroleum hydrocarbons (TPH), and solvents associated with industrial uses, 2) gasoline, diesel fuel, and waste oil associated with the gas station, and 3) regulated building materials (RBM) associated with the buildings. The site is located 2-blocks south of Olive Ave. BRT stop.</td>
</tr>
<tr>
<td>2B</td>
<td>1538 N. Blackstone Ave.</td>
<td>This 3-acre site includes 8 parcels that until recently were used as a concrete plant and building and landscape supply business. Industrial uses date back more than 100 years and included warehouses and a rail spur crossing through the center of the site. Environmental concerns include potential impacts from arsenic, lead, PAHs, and TPH associated with historical uses. The site is a priority as it is proposed for acquisition by UHoldings and Metro for a proposed affordable housing development. The site is located 2-blocks south of the Weldon Ave. BRT stop.</td>
</tr>
<tr>
<td>2C</td>
<td>1550-1574 N. Blackstone Ave.</td>
<td>This 2.15-acre 4-parcel site is currently occupied by a small retail center that includes a gas station, a tile wholesale supply business, and an auto body repair/auto painting business. The parcels are being acquired by the City for planned demolition of the 5 existing buildings and subsequent interim use as a staging area</td>
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\(^1\) Katrina’s Window: Confronting Concentrated Poverty Across America
for the planned $80M Blackstone McKinley BNSF railroad grade separation project. Commercial uses of the property dates to at least 1919 when the site was fully developed and occupied by a lumber yard, planing mill, cabinet shop, and a rail spur. Environmental concerns include potential impacts from arsenic, lead, PAHs, and TPH associated with historical uses and gasoline, motor oil, and solvents associated with current auto businesses. The site is located 2-blocks south of the Weldon Ave. BRT stop. The site is a priority because of its critical interim use as a staging area, and potential long term use as a housing development site for which plans can be integrated with those for Site 2B to the south.

Site 3A – 2901-2929 N. Blackstone Ave.: This 0.84-acre 4-parcel site is currently used as a parking lot, vacant commercial space, a smog check business, and a retail gasoline fueling station. Use of the northern portion of the property as a gas station dates to at least 1998. A building occupying the southern half of the property was demolished prior to 2014. Potential environmental concerns include fuel hydrocarbons, solvents, and waste oils associated with the smog shop and gasoline station, and RBM associated with the current and historical commercial buildings. The site is located within 5 blocks of the Manchester Transit Center and 4 blocks north of the Clinton Ave. BRT stop.

Site 3B – 3520 N. Blackstone Ave. (Manchester Mall): This 30-acre 2-parcel site is occupied by the 1,030,000 square foot(SF) Manchester Mall. The site was a fig grove prior to being developed as a mall in 1953. The mall underwent major expansions in 1959, 1978-79, and 1988, but then experienced a decline which led to it being sold at auction in 1997. The mall continued to struggle under new ownership and was sold to the current owner in 2011. Although a new phase of renovations began in 2016, they have largely not been completed, and over 60% of the mall’s >1 million SF of leasable space is currently unoccupied. Environmental concerns include potential contaminants associated with historical agricultural use and RBMs within the building. The Manchester Transit Center is located on the adjoining parcel to the north. The site is a priority because of its status as the largest brownfield site in the Corridor and is considered the “lowest hanging fruit” within the Corridor in terms of its potential to provide a large number of affordable, special needs population, and market rate housing units in a short time (432 housing units within the building, and an additional 200 units in adjacent parking areas).

The sites are priorities due to their potential for redevelopment for affordable housing.

1.b.i. Revitalization of the Target Area – Reuse Strategy & Alignment with Revitalization Plans: Detailed reuse plans for each of the priority sites were completed in 2020-21 as part of the “Better Blackstone Design Competition” – a $750,000 planning effort led by Metro and supported by project partners that created reuse plans for 400 parcels across 88 sites within the Blackstone Ave. Corridor. Specific reuse plans for the six priority sites are summarized below. The Southern Blackstone Smart Mobility Strategy was completed in 2019 and adopted by the City and details plans to reconfigure approximately the southern 3 miles of Blackstone Avenue (which lie within the TA) within a “complete streets” design framework, which will narrow the road from 6 lanes to 4, provide protected bike lanes in each direction, and significantly expand and aesthetically improve sidewalks and streetscapes. These improvements will enhance the interest and ability of developers to proceed with the desired affordable housing and mixed-use developments, and these developments provide the new tax base that will finance the infrastructure investments.

1.b.ii. Outcomes & Benefits of Reuse Strategy: Plans for the six priority sites will result in construction of 1,019 units of affordable housing within 455,263-SF of renovated space in two existing buildings and 411,436-SF in 12 new buildings. The

Table 2 – Redevelopment Plans for Priority Sites

| Site 1A – 1260-1270 N. Blackstone Ave.: | Plans for the site include construction of a four-story 60,295-SF mixed use building that will include 6,300-SF of first floor retail space and 45 1- and 2-bedroom affordable apartments. 7,484-SF of green space will be provided, included a public plaza on N. Abby St. |
| Site 1A – 1306-1396 N. Blackstone Ave.: | The plans for the site include demolition of the existing 10 buildings and construction of one 3-story and three 2-story mixed use buildings with a combined 75 1-, 2-, and 3-bedroom affordable apartments and 26,413-SF of first floor retail space. Plans include 42,904-SF of green space (versus the current 7,534-SF). |
| Site 1B – 1530 N. Blackstone Ave.: | Metro is partnering with UPHoldings on a proposed S60-70M development project that will include demolition of the existing buildings and construction of two 4-story residential buildings with a combined total of 150 1-, 2-, and 3-bedroom affordable apartment units. 15,000-SF of green space will be provided. |
| Site 1C – 1550-1574 N. Blackstone Ave.: | Short-term plans for use of the site include its acquisition by the City for use as a staging area for the Blackstone McKinley BNSF railroad grade separation project, which will cut off the parcels from direct street access and make the current uses non-viable. The 9 existing buildings will be demolished. Long-term reuse plans following completion of the grade separation project in late 2025 include construction of 2-story and 3-story buildings that include 57 affordable apartments, 4,125-SF of ground floor retail space, and creation of 28,300-SF of outdoor green space. |
| Site 1D – 2901-2929 N. Blackstone Ave.: | The plans for the site include construction of three new (and renovation of one existing) two-story apartment buildings, which will result in a combined 19,364-SF of residential space and 60 units of 1-, 2-, and 3-bedroom affordable apartment units. The project will create 7,000-SF of green space. |
| Site 1E – 3520 N. Blackstone Ave. (former Manchester Mall): | Plans for the site consist of renovation and adaptive reuse of the 449,519-SF of space on the second floor to create 432 1-, 2-, and 3-bedroom affordable apartment units. In addition, an estimated 200 units of new housing can be developed within a portion of the current parking lot. |

2 https://measurec.com/blackstone-mckinley-railroad-separations-project/
plans will also result in development of 36,928-SF of retail space, and 225,270-SF of non-hardscape green space. Based on an affordable housing development study by the National Association of Home Builders (NAHB), each 100 units of affordable housing development results in creation of 122 jobs related to construction activity, and 30 ongoing (indirect) jobs related to purchases made by residents in the local economy (equivalent to 1,243 construction and 306 indirect jobs for the 1,019 units at the priority sites alone). As detailed in Section 3.a, it is anticipated that FY2022 grant funding will advance assessment of additional sites beyond the six priority sites, and the actual number of housing units developed (and the economic impact) will be significantly greater. This significant creation of affordable housing will directly benefit residents of the TA, a disadvantaged community which (as detailed in Section 2) is low-income, minority, and disproportionately affected by negative health outcomes. As part of the overall Blackstone Avenue Corridor revitalization effort, development of affordable housing within the corridor will positively impact local air quality through increased use of existing transit and overall reductions in greenhouse gas (GHG) emissions due to efficiency measures implemented with new construction for example, economic modeling completed as part of the Better Blackstone Design Competition predicts a 41 to 59% increase in transit mode sharing, and a 23 to 34% reduction in household GHG emissions based on various build-out scenarios for the Corridor.

1.c.i Strategy for Leveraging Resources – Resources Needed for Site Reuse: Each of the six priority sites (due to their size, locations, brownfields status, and other factors) are potential candidates for the newly established Equitable Community Revitalization Grant (ECRG) program being administered by the California Environmental Protection Agency. In its inaugural cycle, the program is offering a total of $200M in three-year grants for cleanup of underutilized brownfields in California’s most vulnerable communities – in particular for projects and sites that will provide affordable housing. The FY2022 CWA grant will be a key asset in positioning the priority sites for cleanup grants, as eligibility and scoring is enhanced for sites for which environmental due diligence and cleanup/reuse plans have been completed (which can be performed using the EPA grant).

Projects in the TA are a good match for a number of CA grant programs targeting distressed communities and affordable housing projects. As of 10/1/2021, the CA Dept. of Housing and Community Development had four multifamily funding programs with between $96M and $394M in funding available for projects. Metro as well as other project partners are eligible for most of these programs. In addition, the entire TA is located within Opportunity Zones (OZs) designated under the Tax Cuts and Jobs Acts of 2017. OZs deliver significant tax savings on medium- to long-term investments in economically disadvantaged communities and will provide an additional near-term incentive for investment in redevelopment projects in the TA.

A key funding resource for infrastructure improvements needed to support development of the priority sites and other sites within the TA is the Fresno Enhanced Infrastructure Financing District (EIFD), which was approved by the Fresno City Council on 10/7/2020 and will provide funding for up to $345M in infrastructure improvements along the Blackstone Avenue Corridor and in downtown Fresno over the next 50 years. The EIFD was created specifically to enable the City to make investments needed to support development of more housing units and mixed use development, and would support the desired or planned developments at each of the priority sites.

1.c.ii. Use of Existing Infrastructure: The priority sites and the TA, based on its status as one of the oldest and primary commercial corridors in the City, are favorably positioned to leverage existing infrastructure (including water, sewer, highway access, rail access, sidewalks, and public transit systems). Of particular significance, redevelopment of each of the priority sites will leverage a $56.2M investment made in Fresno’s first Bus Rapid Transit line, for which 9 of the 16 miles (and 19 of the 30 stops) are located with the Blackstone Avenue Corridor. Proximity of the priority sites to mass transit is detailed in Table 1. The availability of local infrastructure and its capacity to support desired redevelopment projects has been and will continue to be a key factor in the prioritization of sites under the FY2022 grant. The TA contains significant numbers of buildings suitable for adaptive reuse, a development approach typically requiring the least investment in new infrastructure of any development project type. No critical infrastructure needs have been identified for the priority sites referenced in Section 1.a.i. As detailed in Section 1.b.ii, redevelopment projects at priority sites will result in the creation of over 225,000 SF of non-hardscape greenspace. The nature of these redevelopment projects (which are focused on affordable housing but include mixed use and adaptive reuse of buildings) will result in improved infrastructure provided by developing entities including replaced and improved sidewalks, pedestrian-friendly circulation plans, and improved municipal utility connections.

2. COMMUNITY NEED & COMMUNITY ENGAGEMENT

2.a.i. Community Need – The Community’s Need for Funding: As shown on Table 3 below, residents in the TA have high levels of economic distress and are in need of financial assistance to advance reuse projects in their neighborhoods. Income levels are about half those for the State of CA or the US, and poverty rates are 2 to 3 times higher.

Table 3. Economic Distress Data (American Community Survey [ACS] 2019 5-Year Estimates)

<table>
<thead>
<tr>
<th>Data Type</th>
<th>CT23;</th>
<th>CT 24; Sites</th>
<th>CT35; Site</th>
<th>CT51; Sites 3A</th>
<th>City of Fresno</th>
<th>State of United</th>
</tr>
</thead>
</table>

4 https://www.hcd.ca.gov/grants-funding/docs/multifamilyfunding.png (Multifamily Housing Program - $394M; Veterans Housing and Homelessness Prevention Program - $129M; Infill Infrastructure Grant Program - $124M; Joe Serna, Jr., Farmworker Housing Grant - $96M)

5 Fresno council votes to advance Blackstone project funding - The Business Journal

6 Data downloaded from the US Census Bureau website on 10/1/2021. All data are 5-year estimates for 2015-19. A) In 2019 inflation adjusted dollars.
The City of Fresno has faced significant financial challenges that have limited its ability to draw on existing sources of funding for use in supporting environmental remediation or abatement that is necessary to advance the redevelopment of many priority brownfield sites. In the aftermath of the Great Recession, the City was forced to make significant cuts that reduced its workforce by 25% citywide. This required that discretionary funds be dedicated to providing only essential services. Only recently has the City begun to add staff to support “non-essential” departments such as planning or code enforcement. In addition, redevelopment agencies throughout the State were dissolved in 2012, eliminating tax increment financing as a resource for cleanup of blighted properties. This has increased the need for community-based organizations (CBOs) such as the Fresno Metro Ministry to play a critical and active role in advancing redevelopment initiatives focused on Fresno’s distressed neighborhoods. However, as a not-for-profit organization, Metro is reliant on grants to help fund its projects, in particular to support the extraordinary and upfront development costs associated with the redevelopment of brownfield sites.

2.a.ii.1 Threats to Sensitive Populations – Health or Welfare of Sensitive Populations: Table 4 documents the higher relative percentages of residents within the TA CTs who are minorities, who have a disability, or who live in households with children under 18 years headed by females with no spouse or partner present. Data are also presented relevant to the need for new affordable housing, including the percentage of housing built before 1980 (and subject to lead paint exposure risks), occupied housing units with no vehicle present (that are reliant on public transportation), and occupied units for which tenants are paying >35% of their income on rent.

<table>
<thead>
<tr>
<th>Health Measure</th>
<th>Average Prevalence in TA CTs</th>
<th>Average Prevalence in Fresno Co. (199 CTs)</th>
<th>Average Prevalence in CA (8,005 CTs)</th>
<th>Health Measure</th>
<th>Average Prevalence in TA CTs</th>
</tr>
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<tbody>
<tr>
<td>Asthma (current)</td>
<td>11.6%</td>
<td>10.5%</td>
<td>9.1%</td>
<td>Mental Health (poor)</td>
<td>18.7%</td>
</tr>
<tr>
<td>Blood Pressure (high)</td>
<td>30.9%</td>
<td>29.0%</td>
<td>27.1%</td>
<td>Obesity</td>
<td>38.0%</td>
</tr>
<tr>
<td>Cancer (excluding skin)</td>
<td>4.8%</td>
<td>5.3%</td>
<td>5.6%</td>
<td>Physical Health (poor)</td>
<td>19.2%</td>
</tr>
<tr>
<td>Diabetes (diagnosed)</td>
<td>13.4%</td>
<td>11.4%</td>
<td>10.2%</td>
<td>Pulmonary Disease (obstructive)</td>
<td>8.1%</td>
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<tr>
<td>Heart Disease (coronary)</td>
<td>7.2%</td>
<td>6.2%</td>
<td>5.2%</td>
<td>Smoking (current)</td>
<td>20.8%</td>
</tr>
<tr>
<td>Health Insurance (no current)</td>
<td>24.0%</td>
<td>21.7%</td>
<td>15.4%</td>
<td>Stroke</td>
<td>4.0%</td>
</tr>
<tr>
<td>Kidney Disease (chronic)</td>
<td>3.7%</td>
<td>3.2%</td>
<td>2.8%</td>
<td>Teeth Lost (all)</td>
<td>23.1%</td>
</tr>
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Additional Welfare Issues: The last of affordable housing is a concern. As shown on Table 4, between 51 and 79% of households that are renters are spending >35% or more of total household income on rent. The existing housing stock is old

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7 Data downloaded from the US Census Bureau on 11/1/2021. A) Calculated by subtracting the percentages of non-Hispanic, white-only residents from 100%. B) Female headed household with children under 18 years but no spouse or partner present. C) Civilian non-institutionalized population with a disability. D) % of occupied units paying rent equal to 35% or more of total household income.

8 https://chronicdata.cdc.gov/500-Cities-Places/PLACES-Census-Tract-Data-GIS-Friendly-Format-2020-yjkw-uj5s

9 Notes for Table 3. A) Data accessed from the CDCP website on 11/1/2021. B) The averages for the target area are for CTs 23, 24, 35, and 51. C) All health measure rates are model-based estimates for crude prevalence among adults aged ≥18 years (2018) with the exception of teeth lost — which are model-based estimates for crude prevalence of all teeth lost among adults aged ≥65 years (2018).
(with 84.5 to 96.3% of units constructed before 1980) and associated with increased lead-based paint exposure risks. Food access is a public welfare concern, with 3 of the 4 TA CTs (24, 35, and 51) meeting one or more of the current USDA definitions for a food desert. A study completed by the Fresno Community and Economic Development Partnership in 2021 identified the need within Fresno County for at least 35,000 additional affordable housing units for low income renter households (with the vast majority of these households living within the Fresno City limits) in contrast with only 842 units of affordable housing constructed in the City in the previous 5 years (2015-2020). In the City as a whole, 43% of households experience a housing problem and 28% or 43,350 households experience a severe housing problem.

How the USEPA Grant Will Help: The grant will primarily be used for environmental assessment and reuse planning at the six priority sites in the TA. The grant will fund Phase I and II ESAs to define exposure risks and contaminants at specific sites and increase community education and awareness. The grant will support cleanup of contaminated sites, and their redevelopment for projects that could provide 1,019 units of new high-quality affordable housing, optimally located to provide residents with access to job opportunities, including access by public transit for those households with limited or no access to a vehicle. Over 35,000-SF of new commercial space will be developed which will provide additional job opportunities as well as improved access to health, food, and other services.

2.a.ii.2 Greater than Normal Incidence of Disease & Adverse Health Conditions: As shown on Table 5, residents in the TA CTs have higher prevalence rates for asthma, which may be attributable in part for exposure to contaminants. Lead poisoning data were not included in the CDCP study but are available for 546 of the most populous zip code areas in California in which a minimum of 250 children were tested in 2012. Five of the sites (1A through 3A) are located within the 93703 zip code area, within which 5.38% of children <6 years old had blood lead levels ≥4.5 micrograms per deciliter (indicative of lead poisoning). This rate ranked among the 4% of zip code areas in California having the highest lead poisoning rates. The remaining two priority sites (3B and 3C) are located within the 93726 zip code area in which the lead poisoning rate of 2.52% was lower, but still ranked in the top 25% of zip code areas in California having the highest lead poisoning rates.

How the Grant will Help: The grant will fund site assessment and remedial and reuse planning activities that will advance plans for developing new affordable (and healthy) housing units at the priority sites and other sites that are identified as the project progresses. Old (pre-1980) housing is generally in poor condition and contribute to lead poisoning and asthma. The grant will facilitate the identification and abatement of lead-based paint (LBP) and asbestos containing materials in buildings to be demolished and define the extent of lead and other contaminants in soil – and facilitate their cleanup in conjunction with the planned redevelopment projects.

2.a.ii.3. Promoting Environmental Justice: EPA's EJSCREEN Tool was used to evaluate the four CTs containing the priority sites for six environmental justice (EJ) demographic indicators and 11 EJ environmental indices. The combined data for the four CTs are summarized on Table 6.

Table 6. EPA EJ Screen Data for Combined TA CTs

<table>
<thead>
<tr>
<th>EJ Demographic Indicators</th>
<th>Percentile in the US</th>
<th>EJ Environmental Indices</th>
<th>Percentile in the US</th>
<th>EJ Environmental Indices</th>
<th>Percentile in the US</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall Demographic Index</td>
<td>90</td>
<td>Particulate Matter (PM2.5)</td>
<td>91</td>
<td>Lead Paint Indicator</td>
<td>93</td>
</tr>
<tr>
<td>People of Color Index</td>
<td>81</td>
<td>Ozone</td>
<td>90</td>
<td>Superfund Proximity</td>
<td>88</td>
</tr>
<tr>
<td>Low Income Population</td>
<td>93</td>
<td>NATA Diesel PM</td>
<td>90</td>
<td>RMP Proximity</td>
<td>87</td>
</tr>
<tr>
<td>Linguistically Isolated Population</td>
<td>77</td>
<td>NATA Air Toxics Cancer Risk</td>
<td>90</td>
<td>Hazardous Waste Proximity</td>
<td>89</td>
</tr>
<tr>
<td>Population w/ &lt; High School Educ.</td>
<td>90</td>
<td>NATA Respiratory Hazard Index</td>
<td>92</td>
<td>Wastewater Discharge Indicator</td>
<td>N/A</td>
</tr>
<tr>
<td>Population &lt; 5 Years Old</td>
<td>78</td>
<td>Traffic Proximity and Volume</td>
<td>96</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NATA = National-Scale Air Toxics Assessment; RMP = Risk Management Plan

Indicators or indices with percentiles ≥80 are shown in bold font, and percentiles ≥90 are shown in red bold font. The combined TA CTs score between the 87th and 96th percentiles for the EJ environmental indices for which data are available, and between the 78th and 93rd percentiles for the EJ demographic indicators. The data document TA residents’ disproportionate burden and vulnerability to multiple pollution sources.

How the Grant will Help: The grant will be used at priority sites and other sites in the TA to: 1) identify legacy contamination, 2) identify remedial measures necessary to address those threats, and 3) position these sites for grants and other funding to advance their cleanup.

2.b. Community Engagement

2.b.i/ii Project Involvement and Project Roles: As detailed on Table 7, the brownfields advisory committee (BAC) will include representatives from six partner organizations.

Table 7 – Program Partners, Contact Information, and Specific Involvement/Roles

11 https://www.cdph.ca.gov/Programs/CCDPHP/DEODC/CLPPB/CDPH Document Library/zip_code_2012_250_tested.pdf. Data are included for 21 zip code areas within Fresno County.
City of Fresno (Drew Wilson, Supervising Planner, 559-621-8087, drew.wilson@fresno.gov): The City will be an essential project partner for all brownfield redevelopment projects occurring within the TA, through the Dept. of Planning and Development and the Dept. of Public Works. The City is leading the most significant infrastructure improvement project in the Corridor (the Blackstone McKinley BNSF grade separation project) which is key to redevelopment of two of the priority sites (2B and 2C). The City is also responsible for implementing the roadway, bike lane, sidewalk, and streetscape improvements planned as part of the Southern Blackstone Smart Mobility Strategy for which the City provides funding through the EIFD (see Section 1.d.i). We will seek the City’s assistance with navigating the complex entitlement and zoning processes. Drew is the project manager for the City’s FY2019 EPA CWA grant, and thereby can serve as a key advisor for sharing best practices developed on the City’s grant (which is focused on SW Fresno) enabling us to quickly get the Metro FY2022 grant program up and running.

Every Neighborhood Partnership (ENP) (Andrew Feil, Executive Director, 559-400-7310, andrew@everyneighborhood.org): ENP brings exceptional experience and expertise relevant to outreach and has active partnership projects involving schools, churches, and other community partners in 60 of Fresno’s 98 neighborhoods. While Metro will lead outreach for the project, ENP will be an essential partner for assisting with outreach in the residential neighborhoods that border the Corridor including the Heaton, Susan B. Anthony, and Webster neighborhoods – where ENP is currently engaged in multiple outreach programs.

Fresno City College (FCC) (Dr. Carole Goldsmith, President, 559-489-2212, carole.goldsmith@fresnocitycollege.edu): FCC, in 1910, became California’s first community college. With a current enrollment of over 25,000 students, FCC has been a long-term strategic partner with Metro in working to improve opportunities for residents of Fresno. FCC’s main campus straddles N. Blackstone Ave. and is located near the center of the TA. The FCC is anticipated to be a partner for projects on Sites 2B and 3A, which could serve low-income students attending FCC.

Fresno Housing Authority (FHA) (Tyrone Williams, Chief Executive Officer, 559-443-8400, twilliams@fresnohousing.org): We anticipate that the FHA will be a partner in developing public housing on one or more of the priority sites, or on other sites within the TA. Their staff have exceptional knowledge and expertise related to funding programs for the support affordable housing development projects in CA, and they will bring this expertise to the BAC and all phases of project implementation.

Omninet Capital (Mary Magiatis, Director of Commercial Operations, 310-300-4121, marym@omninet.com): Omninet Capital owns the Manchester Mall (Site 3A) and thereby is the key partner for redevelopment/adaptive reuse of the site with the potential to create 632 units of affordable housing. They were a partner to the application for a $250,000 Fresno COG Housing Planning Grant awarded to the City and Metro for use in conducting a utilities study and master plan for affordable housing at the mall site.

UPholdings (Jessica H. Berzac, President, 312-870-4747, jessica@upholdings.net): UPHoldings is a Chicago-based developer of affordable housing projects, whose Fresno office is managed by the company president. They have 6 projects under development within the greater Fresno area, and are a partner and co-developer for the planned 150-unit affordable housing project at 1538 N. Blackstone Ave. (Site 2B).

2.b.iii. Incorporating Community Input: Approximately every 3 months the BAC will hold public meetings that will be widely promoted and will rotate to different locations within the Corridor. Periodically, BAC meetings will include informational sessions with topics varying from basic information to relevant special issues, like how businesses can avoid becoming a brownfield in the first place, or how property owners can partner with the program to address site contamination issues. Teleconference access will be provided for each meeting to enhance participation. Public engagement during the time of COVID-19 is certainly unique but an opportunity to be more creative, inclusive, and innovative. Metro will work to remove barriers for meaningful participation and effectively use participants’ time while involving people who are traditionally underrepresented. We will make strategic use of traditional, targeted, innovative, and online outreach tools and methods or a combination of these to reach a broad and inclusive audience.

Although plans for community involvement on individual sites will be developed on a case-by-case basis, general information about the FY2022 grant program will be shared on the Metro website (https://www.fresnometmin.org/) and in Metro’s electronic newsletter. The Metro website serves as a key resource for members of the public to access information and will serve as a clearinghouse for program information, updates from BAC meetings, site inventory information, and opportunities to contact Metro staff with questions and input. Metro will also take full advantage of site-specific reuse planning for individual sites as one of the most effective means for incorporated community input on cleanup and reuse of priority sites. Project-related information will be made available in English and Spanish, and in additional languages as the need arises.

3. TASK DESCRIPTIONS, COST ESTIMATES & MEASURING PROGRESS

3.a. Description of Tasks/Activities & Outputs: Table 8 provides a detailed description of the proposed project activities, schedule, leads, and outputs for each task.

Table 8. Summary of Tasks, Schedule, Leads, and Outputs

| Task 1: Cooperative Agreement Oversight and Reporting |
| Implementation: This task includes: 1) quarterly progress reporting, 2) annual disadvantaged business enterprise (DBE) reporting, 3) Property Profile Form submission and updates in the Assessment, Cleanup and Redevelopment Exchange System (ACRES), 4) preparation of a final report, and 5) expenses associated with grantee attendance at two brownfield educational conferences. |
ii: Anticipated Schedule: It is anticipated that a contract will be executed with a QEP prior to the anticipated 10/1/2022 start date. Quarterly progress reports (QPRs) will be submitted by January 30\textsuperscript{th}, April 30\textsuperscript{th}, July 30\textsuperscript{th}, and October 30\textsuperscript{th} each year. Annual DBE reports will be submitted by October 30\textsuperscript{th} each year. Initial information on sites will be entered into ACRES as eligibility is confirmed and updated upon completion of key outputs or other milestones.

iii. Task/Activity Lead: Metro (Keith Bergthold) will lead this task and be responsible for completing grant-eligible programmatic and administrative requirements under the cooperative agreement (CA). Mr. Bergthold will track project progress and the budget to ensure funds are spent fully and in accordance with the CA and approved project work plan. Metro's QEP will assist with reporting.

iv. Outputs: a) 12 QPRs; b) 3 DBE reports; c) ACRES updates, as needed; d) 1 final closeout report; e) 2 brownfield conferences attended by 2 Metro staff.

Task 2 – Inventory Update and Site Selection

i: Implementation: Metro will complete a detailed GIS inventory and analysis of brownfield sites within the TA to support prioritization of additional sites for use of grant funding.

ii: Anticipated Schedule: It is planned that the inventory update will be completed by 12/31/2022.

iii. Task/Activity Lead: Metro's QEP will work with the project manager (Metro) and staff at the City of Fresno to complete the inventory. The BAC and other project partners will assist with site prioritization.

iv. Outputs: (a) inventory – GIS files; (b) Inventory report w/ narrative, tables, maps; and (c) prioritization update memorandum.

Task 3 – Phase I and II ESAs

i: Implementation: This task includes completion of 14 Phase I and 6 Phase II ESAs on the priority sites identified in Section 1.a.ii, and other sites prioritized for assessment by the BAC. Phase I ESAs will comply with the All Appropriate Inquiry (AAI) and the new ASTM E1527-21 standard (if adopted by USEPA by 10/1/2022). Phase II ESAs will comply with ASTM 1903-19. Many priority sites contain buildings targeted for either renovation or demolition. Therefore, budgets for this task include completion of up to 14 RBM surveys for buildings at priority sites. This task also includes: 1) preparation of eligibility determination (ED) forms for each site, 2) securing access agreements, 3) preparation of the required quality assurance project plan (QAPP) (as well as annual updates), 4) preparation of Sampling and Analysis Plans (SAPs) and Health and Safety Plans (HASPs) for Phase II ESAs and RBM surveys, and 5) completion of National Historic Preservation Act (NHPA) §106 and Endangered Species Act §7(a)(2) submittals, as needed.

ii: Anticipated Schedule: It is anticipated that the QAPP will be prepared and submitted to USEPA for review/approval by 12/31/2022. EDs, Phase I ESAs, SAPs, and Phase II ESAs will be completed as access is secured and eligibility confirmed.

iii. Task/Activity Lead: Metro will coordinate work by the QEP, secure access agreements, and complete review of all reports and plans. The QEP will complete the EDs, Phase I and II ESAs, the QAPP, SAPs, and RBM surveys.

iv. Outputs: a) 1 QAPP; b) 14 ED forms and 14 Phase I ESAs; c) 6 SAPs and 6 Phase II ESAs; and d) 14 RBM surveys.

Task 4 – Remedial Planning

i: Implementation: Analysis of Brownfield Cleanup Alternatives (ABCAs) or Response Action Plans (RAPs) will be completed for 4 priority sites.

ii: Anticipated Schedule: Remedial planning will begin in early 2023 as Phase I/II ESAs are completed at initial priority sites.

iii. Task/Activity Lead: Metro's QEP will prepare the ABCAs and/or RAPs. Metro will coordinate work by the QEP and review the draft and final plans. The BAC (including the community partners identified on Table 4) will provide input on evaluated/recommended cleanup options.

iv. Outputs: a) 4 ABCAs and/or RAPs.

Task 5 – Community Outreach

i: Implementation: A detailed description of the planned methods for involving and informing the public is provided in Section 2.b. This task includes: 1) completion of the initial Public Engagement Plan, 2) organizing and hosting up to 9 meetings of the BAC, 3) hosting additional public outreach meetings in the TA neighborhoods, 4) conducting meetings with individual property owners, as appropriate, 5) preparation of fact sheets and press releases, and 6) preparation of an initial brownfields program webpage, and subsequent posting of updates and materials to the webpage.

ii: Anticipated Schedule: Metro staff will participate and help coordinate all outreach activities. The QEP will assist with preparing materials and presentations for the meetings, participate in meetings, and help prepare fact sheets, press releases, and materials to include on the webpage.

iii. Task/Activity Lead: Metro will coordinate all outreach activities and participate in all public meetings. The QEP team will assist in preparing materials and presentations for the meetings, participate in select meetings, and help prepare fact sheets, press releases, and materials to include on the webpage. BAC members will participate in the BAC meetings, as well as in other outreach meetings, as appropriate.

iv. Outputs: a) Public Engagement Plan; b) 9 BAC meetings; c) 8 other outreach meetings; d) meeting agendas, notes, sign-in sheets; e) updates to project webpage; f) project fact sheets and press releases.

Task 6 – Reuse Planning

i: Implementation: A majority of the priority sites are large sites that could benefit from completion of site-specific reuse plans. Although initial reuse plans were previously prepared for all of the priority sites, it is anticipated that additional
planning or updates will be required based on Phase II ESA findings and actual redevelopment proposals. Other priority sites would benefit from market studies that could help in securing developer interest and subsequent financing. Budget is included under this task for completion of up to 4 site-specific reuse plans and/or market studies.

ii. Anticipated Schedule: Reuse planning will begin in 2023 as the need for reuse planning is identified at specific sites.

iii. Task/Activity Lead: Metro’s QEP will complete the site-specific reuse plans and market studies. Metro staff will direct the work and have significant involvement in scoping, conducting outreach (as part of these plans), and in reviewing the draft and final plans/studies.

iv. Outputs: 4) reuse plans and/or market studies.

3.b. Cost Estimates: Budget Table & Development/Application of Cost Estimates: A summary of the overall proposed budget for grant funded activities is provided in Table 9 below, followed by an explanation for how cost estimates were developed and applied, including unit costs as applicable. As shown below, a total of $309,330 (or 62% of the total project budget) is allocated for Phase I and II ESAs under Task 3. An additional $86,100 (or 17% of the project budget) is allocated to site-specific remedial or reuse planning at priority sites under Tasks 4 and 6.

<table>
<thead>
<tr>
<th>Line #</th>
<th>Budget Categories</th>
<th>Task 1 CA Oversight &amp; Reporting</th>
<th>Task 2 Inventory &amp; Site Selection</th>
<th>Task 3 Phase I &amp; II ESAs</th>
<th>Task 4 Remedial Planning</th>
<th>Task 5 Community Outreach</th>
<th>Task 6 Reuse Planning</th>
<th>Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Personnel</td>
<td>$20,000</td>
<td>$12,000</td>
<td>$3,000</td>
<td>$0</td>
<td>$25,000</td>
<td>$10,000</td>
<td>$70,000</td>
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<td>2</td>
<td>Travel</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$4,800</td>
<td>$4,800</td>
<td>$7,600</td>
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<tr>
<td>3</td>
<td>Supplies</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$1,130</td>
<td>$0</td>
<td>$1,130</td>
<td>$1,130</td>
</tr>
<tr>
<td>4</td>
<td>Contractual</td>
<td>$11,200</td>
<td>$14,000</td>
<td>$291,600</td>
<td>$32,000</td>
<td>$11,200</td>
<td>$40,000</td>
<td>$400,000</td>
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<tr>
<td>5</td>
<td>Total Direct Costs</td>
<td>$36,000</td>
<td>$26,000</td>
<td>$294,600</td>
<td>$32,000</td>
<td>$37,590</td>
<td>$50,000</td>
<td>$476,190</td>
</tr>
<tr>
<td>6</td>
<td>Indirect Costs</td>
<td>$1,800</td>
<td>$1,300</td>
<td>$14,730</td>
<td>$1,600</td>
<td>$1,880</td>
<td>$2,500</td>
<td>$23,810</td>
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<td>7</td>
<td>Total Budget</td>
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<td>$27,300</td>
<td>$309,330</td>
<td>$33,600</td>
<td>$39,470</td>
<td>$52,500</td>
<td>$500,000</td>
</tr>
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</table>

Descriptions for how the cost estimates for each task and budget category were developed including costs per unit where applicable are provided on Table 10 below. All costs were developed in part based on Metro’s on-going participation as a partner in the City of Fresno’s FY2019 CWA grant project, which includes similar tasks and activities. Indirect costs equal to 5% of the total direct costs for each task are included in the budget. These costs (totaling $23,810) are equal to 4.8% of the total requested grant amount of $500,000. Our calculated indirect rate the past 2 years based on expenses from our Audited Financial Statements has ranged from 12.2% to 15.4%. We use indirect costs to cover rent, utilities/maintenance, telecommunications, printing & copies, postage, office supplies, equipment repair/tech support, and insurance. We will only seek reimbursement for indirect costs that do not exceed the 5% limit, and in accordance with further guidance that we assume will be provided by EPA at the time we prepare and submit our Cooperative Agreement Work Plan for approval.

Table 10 – Cost Basis and Assumptions

Task 1 – Cooperative Agreement Oversight and Reporting: Total Budget = $37,800

Cost Basis and Assumptions: Personnel Costs of $20,000 are budgeted for an estimated 400 hrs of work by Metro staff (@ $50/hr) in completing various Cooperative Agreement oversight and reporting activities. Travel Costs of $5,000 are budgeted for 2 Metro staff to attend 2 EPA or State BF conferences. Costs are estimated at $2,500/person/conference based on costs incurred by staff attending other recent BF conferences. Contractual Costs of $11,200 are budgeted for an estimated 80 hrs (@ $140/hr) of work by the Metro’s QEP in providing assistance in completing various required reports. The budget allocation for indirect costs = $1,800.

Task 2 – Inventory & Site Selection: Total Budget = $27,300

Cost Basis and Assumptions: Personnel Costs of $12,000 are budgeted for an estimated 240 hours of work by Metro staff (@ $50/hr) in assisting with completion of the inventory and prioritization activities. Contractual Costs of $14,000 are budgeted for an estimated 100 hrs (@ $140/hr) of work by the QEP developing the inventory and assisting with the prioritization of sites. The budget allocation for indirect costs = $1,300.

Task 3 – Phase I and II ESAs: Total Budget = $309,330

Cost Basis and Assumptions: Personnel Costs of $3,000 are budgeted for an estimated 60 hours of work by Metro staff (@ $50/hr) reviewing outputs and reports. Contractual Costs of $291,600 include costs for the QEP to prepare a QAPP ($5,000); 14 ED forms ($400 each = $5,600); 14 Phase I ESAs ($4,500 each = $63,000); 6 SAPs ($3,000 each = $18,000); 6 Phase II ESAs ($24,000 each = $144,000); 14 RMB surveys ($4,000 each = $56,000). The budget allocation for indirect costs = $14,730.

Task 4 – Remedial Planning: Total Budget = $33,600

Cost Basis and Assumptions: Contractual Costs of $32,000 are based on completion by the QEP of 4 ABCAs or RAPs at an average cost of $8,000 each. The budget allocation for indirect costs = $1,600.

Task 5 – Community Outreach: Total Budget = $39,470

Cost Basis and Assumptions: Personnel Costs of $25,000 are budgeted for an estimated 500 hrs of work by Metro staff (@ $50/hr) in leading outreach activities. Supply Costs of $1,390 are budgeted for printing costs ($900) and mailing costs for public notices ($490). Contractual Costs of $11,200 are budgeted for an estimated 80 hrs of work by the QEP team (@ $140/hr) assisting with outreach activities. The budget allocation for indirect costs = $1,880.
### Task 6 – Reuse Planning: Total Budget = $52,500

**Cost Basis and Assumptions:** Personnel Costs of $10,000 are budgeted for an estimated 200 hrs of work by Metro staff (@ $50/hr) in leading various reuse planning activities. Contractual Costs of $40,000 are budgeted for completion by the QEP of 4 Reuse Plans or Market Studies (@ average cost of $10,000). The budget allocation for indirect costs = $2,500.

### 3.c. Measuring Environmental Results:
Metro will utilize existing tools to track, measure, and evaluate progress for achieving various outputs listed in Table 8, as well as overall project results and desired outcomes. One tool will be a detailed spreadsheet which will track basic information (ownership, history, environmental concerns, etc.) for all nominated sites, and detailed information for various assessment and reuse planning activities. The spreadsheet will be used to efficiently track and report progress to USEPA on ACRES and via quarterly progress reports, and will be posted on the project webpage. Key metrics that will be tracked will include: 1) number of sites that are (a) nominated for use of funds, (b) approved for eligibility, and (c) for which access is secured; 2) number of Phase I ESAs completed; 3) number of Phase II ESAs and/or RBM surveys completed; and 4) number of site-specific remedial action or reuse plans completed. The metrics will be evaluated against the estimated number of outputs in the approved project work plan.

Metro will track the various standard outcomes recorded in ACRES including grant expenditures, leveraged public and private funding, acres of land made available for reuse, number of jobs created, etc. Metro commits to continuing ACRES updates beyond the life of the grant to capture longer-term outcomes. Metro will document, track and evaluate the following additional results or outcomes for brownfield sites where assessment funding is used: 1) number of affordable apartment units developed, 2) square feet of new or renovated retail space developed, 3) square feet of green space created, and 4) total area of contaminated land that is remediated and made safe for reuse. All project outcomes will be linked to site-specific data in a geographic information system (GIS) database.

### 4. PROGRAMMATIC CAPABILITY & PAST PERFORMANCE

**4.a.i/ii. Programmatic Capability – Organizational Capacity and Structure:** Metro is a 501(c)3 community organization founded in 1970 by churches to address the social, economic, health and safety issues experienced by children and families in our neglected and disinvested neighborhoods. Metro has evolved to become a multifaith and multicultural organization dedicated to improving the health, environmental quality, economic development, and overall resiliency of the San Joaquin Valley region of California. In 2014, we adopted a new mission-vision of “learning, connecting, and engaging to achieve healthy people and healthy places” and launched three new programs focused on: 1) cross-sector community leadership and innovation, 2) community food systems, and 3) creating resilient communities through asset-based community development. Metro has a history of successfully managing large and complex grants and contracts with numerous collaborative partners and subcontractors, the most recent being the $750,000 Better Blackstone Design Challenge through two connected Caltrans grants and four subgrants from the CA Strategic Growth Council totaling $2,180,480 (see additional details in Section 4.b). We have 11-full time staff dedicated to programs focused on improving the lives of residents in Fresno’s neglected neighborhoods.

Metro was a founding partner, has seats on the executive committee and leadership team, and is the fiscal agent for the Fresno County Health Improvement Partnership (FCHIP; https://www.fchip.org/), a network of over 400 individuals representing over 150 CBOs, healthcare providers, educational institutions, businesses, and government entities or agencies. The FCHIP will be utilized during the project to maximize opportunities to integrate health improvement goals into redevelopment of the priority sites.

We will manage the project by forming an internal project management team (PMT) that includes the staff listed in Section 4.a.iii and which will have primary responsibility for implementing Tasks 1, 2, and 5, and direct and support work by the QEP for Tasks 3, 4, and 6. Metro will be responsible for day-to-day management of project activities, compliance with all administrative and programmatic conditions under the grant, and for providing support in planning, GIS data management, and public outreach activities.

**4.a.iii. Description of Key Staff:** Key Metro staff and their roles are described below:

- **Project Manager – Keith Bergthold, Executive Director, Metro:** Keith will serve as the project manager. Keith holds a Master’s Degree in Organizational Behavior from the California School of Professional Psychology in Fresno and a Bachelor of Arts Degree in Sociology from California State University, Fresno. Keith was born in Fresno, raised his family here, and has 45 years of experience in urban and regional planning and development in California and New Mexico, and more than 25 years as a grassroots community organizer and community developer in Fresno. Keith has been the Executive Director of Metro for seven years and spent the previous seven years as the City of Fresno’s Assistant Director of Planning, leading the team developing the city’s revitalization-oriented 2035 General Plan and new development code. This history enhances Keith’s unique knowledge and understanding relevant to how the Blackstone Avenue revitalization efforts relate to the City’s current development priorities and code requirements. In his past and current roles, Keith has worked extensively with each of the project partners on multiple collaborative projects focused on addressing food insecurity and other environmental, economic, and public health challenges in disadvantaged neighborhoods of Fresno.

- **Assistant Project Manager – Christian Gonzalez:** Christian grew up in Fresno and graduated from Fresno City College with a degree in business administration. She has been employed with Metro since 2017, and has worked on several major projects focused on Blackstone Avenue, as well as the Fresno County Health Needs Assessment. She has extensive experience in performing outreach to diverse communities in Fresno, related to health, environmental conditions, and...
economic development.

Community Engagement Coordinator – Ivan Paz: Since 2016, Ivan has served as the co-project manager for Metro’s Better Blackstone Program – serving as a community “convener” focused on building partnerships across identities, traditions and boundaries. In this role, he is exceptionally well suited to lead community engagement efforts for this grant in the same neighborhoods and working with many of the same project partners.

4.a.iv. Acquiring Additional Resources: Metro routinely contracts out for planning and consulting services and has expertise in complying with the requirements in 2 CFR 200.317-326. We do not intend to award any subgrants but will retain a qualified consultant team to perform environmental assessment, planning, and related technical services performed under the grant. Our procurement systems include in-house development of requests for qualifications (RFQs), with review by our attorney prior to issuance. Proposals received are reviewed by a 3-4 person review committee that includes our executive director and two or more representatives from our board. Interviews may be conducted depending on the size of the project and the quality and number of proposals received. Consultants are scored, ranked, and selected based on the scoring/selection criteria specified in the RFQ. Contracts are then executed with the selected firm subject to legal review.

4.b. Past Performance & Accomplishments (No Previous USEPA Brownfields Grants): Metro has not received a previous EPA Brownfield Grant but has received non-federal assistance agreements, and is therefore responding to criteria for 4.b.ii.

4.b.ii.(1) Purpose and Accomplishments: Details and accomplishments for recent relevant grant-funded projects are provided below.

California Strategic Growth Council, Transformative Climate Communities (TCC) Program Grant: Metro was awarded four of 22 partner awards as part of a $66.5M TCC Grant awarded to the City of Fresno in 2016 as a pilot project for the then-new TCC Program, funded from proceeds from state cap and trade auctions, and created to empower communities in CA most impacted by pollution to choose their own goals, strategies, and projects to reduce greenhouse gas emissions and local air pollution. A nearly 3-year process involving extensive public outreach resulted in the final project list, with the final grant agreement signed on 4/3/2019. The four projects for which subgrants were awarded to Metro include: (a) TCC Project #12 – Yosemite Village Permaculture Community Garden and Urban Farm Incubator (Yo’Ville) ($367,500 award; $434,153 matching funds), (b) TCC Project #15 – SW Fresno Community Food Hub – Community Orchard ($262,500 grant; $0 match), (c) TCC Project #16 – St. Rest + Food to Share Hub – Urban Heat Island Mitigation Project ($62,220 grant; $141,858 matching funds), and (d) St. Rest + Food to Share Hub – Healthy Food Rescue and Redistribution Hub ($1,488,280 grant; $604,002.35 matching funds).

The Yo’Ville project (for which Metro partnered with the Fresno Housing Authority, and which was supported by additional funding from National Fish and Wildlife Foundation and the USDA) was the first of the 22 TCC projects to break ground and is largely complete. The other three projects are currently being implemented. The two projects involving St. Rest have been supported through the City of Fresno’s FY2019 USEPA Brownfields CWA Grant and FY2020 USEPA Brownfields RLF Grant, and will break ground in January 2022. Metro succeeded in raising an additional $2M for the St. Rest projects which will now include development of a new 2-story commercial kitchen to serve as an educational center for Brownfields.

California Air Resources Board (CARB) Community Air Grant: In 2018, Metro was awarded a $150,000 CARB Community Air Grant (Contract No. G17-CAGP-10) for the “Fresno Kids for Clean Air” project which was designed to inform, engage, empower and partner with students and parents in low-income and disadvantaged Fresno neighborhoods to understand air quality data and design a replicable action plan. The project was completed by Metro with assistance from Tierra Resource Consultants and ENP and included outreach activities such as: (a) development of a video and kid-friendly activity booklets, (b) presentations to 18 classrooms and over 350 students in the 3rd to 6th grades, (c) door to door surveys of 1,110 residences in two neighborhoods, (d) workshops at two schools attended by students, parents and other neighborhood residents, and (e) conducting two pop-up exhibits. Survey results were analyzed and used to develop a prioritization tool for residents to express their opinions on actions they would like to see implemented in their neighborhoods.

California Department of Transportation (Caltrans) Transportation Planning and SB-1 Formula Grants: Metro was awarded a $481,559 FY2019-20 Caltrans Planning Grant together with a $132,795 FY2019-20 SB-1 Formula Grant, which with $83,596 in matching funds were used to implement the Better Blackstone Design Challenge. The project is focused on creating plans for redevelopment of Fresno’s Blackstone Avenue (primarily within the TA). Metro led the project, having served as a co-applicant with the City of Fresno and the Fresno Council of Governments. The project generated 88 detailed mixed use transit oriented development design scenarios allowing over 6,000 new affordable housing units for reuse and adaptation encompassing over 400 clustered parcels along Blackstone, including the priority sites that will be the focus for the FY2022 USEPA Grant.

4.b.ii.(2) Compliance with Grant Requirements: Metro has complied with all work plan, schedule, terms and conditions, and other requirements under its current and previous assistance agreements. The expected results were achieved or exceeded and completed on schedule without the need for corrective measures. All reporting was completed on schedule and in accordance with grant requirements.

https://thebusinessjournal.com/community-partnership-to-bring-more-fresh-food-to-southwest-fresno/
ATTACHMENT A

Threshold Criteria Responses
THRESHOLD CRITERIA RESPONSE

1. Applicant Eligibility

Fresno Metropolitan Ministry (Metro) is a 501(c)3 community-benefit organization founded in 1970 by churches moving out of downtown Fresno to address the social, economic, health and safety issues experienced by children and families that remained in our neglected and disinvested neighborhoods. Metro has evolved to become a multifaith and multicultural organization dedicated to improving the health, environmental quality, economic development, and overall resiliency of the San Joaquin Valley region of California. Metro is therefore eligible to receive USEPA funds for assessment of brownfields. Documentation of our not-for-profit status is provided in Attachment B.

2. Community Involvement

The project will focus on the Blackstone Avenue Corridor within the City of Fresno. Blackstone Avenue historically was the primary commercial road extending northward from downtown Fresno. In the 1930s, it was formally designated as part of State Route 41 which connected the Central California coastal region to Yosemite National Park. In 2010, it was designated as a mixed-use development corridor in the City’s 2035 General Plan.

For this project, community engagement will be led by Metro working in collaboration with a Brownfields Advisory Committee (BAC) which will support implementation of the grant. The BAC will focus on engaging the public, local project partners, the redevelopment community, local environmental groups, members of economically disadvantaged or sensitive populations, and the neighborhoods surrounding the Target Area. The intent is to engage stakeholders with traditional, targeted, innovative, and online outreach tools or a combination of these methods to reach a greater audience. Community members will be engaged in the process early on to enhance their understanding brownfield revitalization issues and solicit feedback on activities proposed under the FY2022 grant.

Public engagement during the time of the COVID-19 pandemic is certainly unique but an opportunity to be more creative, inclusive, and innovative. Metro and the BAC, with support from the qualified environmental professional, will work to remove barriers for meaningful participation and effectively use participants’ time, while involving people who are traditionally underrepresented. We will make strategic use of traditional, targeted, innovative, and online outreach tools and methods or a combination of these to reach a broad and inclusive audience.

A significant portion of residents in the Target Area neighborhoods (as well as throughout Fresno) have Spanish as their first language. Therefore, a one-page summary of the program goals in Spanish will be prepared and available at all public meetings.

3. Named Contractors and Subrecipients

Not applicable – no contractors or subrecipients are named in this application.

4. Expenditure of Existing Grant Funds

Not applicable – we have received no previous USEPA brownfield grants.

ATTACHMENTS TO THRESHOLD CRITERIA RESPONSE

B – Documentation of Applicant Eligibility