



INVESTING IN COMMUNITIES

NARRATIVE INFORMATION SHEET: SACRAMENTO HOUSING & REDEVELOPMENT AGENCY MIRASOL VILLAGE LIGHT RAIL STATION CLEANUP GRANT

1. Applicant ID	Housing Authority of the County of Sacramento (HACoS), Sacramento Housing & Redevelopment Agency (SHRA) 801 12 th Street, Sacramento, CA 95814	
2. Funding Requested	a. Grant Type: Single Site Cleanup b. Federal Funds Requested: \$329,000 (no cost share waiver is requested) c. Contamination: Hazardous Substances	
3. Location	City of Sacramento, County of Sacramento, State of California	
4. Property Information	Twin Rivers Triangle, Sproule Avenue and North 12th Street (no street address), Sacramento, Sacramento County, California 95811	
5. Contacts	Project Director	Chief Executive
Name and Title	Victoria Johnson Program Manager	La Shelle Dozier, Executive Director, SHRA
Address	801 12 th Street, Sacramento, CA 95814	801 12 th Street, Sacramento, CA 95814
Phone Number	(916) 440-1388	(916) 440-1319
Email Address	vjohnson@shra.org	ldozier@shra.org
6. Population	1,495,400 (County of Sacramento; American Community Survey, 7/1/2017)	

Other Factors Checklist

Other Factors	Page #
Community population is 10,000 or less.	N/A
The applicant is, or will assist, a federally recognized Indian tribe or United States territory.	N/A
The proposed brownfield site(s) is impacted by mine-scarred land.	N/A
Secured firm leveraging commitment ties directly to the project and will facilitate completion of the project/reuse; secured resource is identified in the Narrative and substantiated in the attached documentation.	Narrative Page #s 3-4
The proposed site(s) is adjacent to a body of water (i.e., the border of the proposed 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).	N/A



INVESTING IN COMMUNITIES

The proposed site(s) is in a federally designated flood plain.	N/A
The reuse of the proposed cleanup site(s) will facilitate renewable energy from wind, solar, or geothermal energy; or will incorporate energy efficiency measures.	Narrative Page #2 (use of solar panels)

N/A = not applicable

DRAFT

1. PROJECT AREA DESCRIPTION AND PLANS FOR REVITALIZATION

1.a.i. Target Area and Brownfields/Background and Description of Target Area:

The City of Sacramento (the “City”) quickly became a busy port after gold was discovered in the region in 1849. The City developed rapidly after 1850. The Southern Pacific Railroad’s maintenance yard operated in Sacramento from the mid-1800s to late 20th century and was the western terminus of the First Transcontinental Railroad. The maintenance yard was located just north of Downtown Sacramento in area now called the River District. With levees in place to prevent the frequent flooding, it became a focus for light industrial, warehousing, canneries, and produce distribution centers given its proximity to the nearby railyards and transportation routes. The decline of the area began in the 1940s as other modes of transportation grew in popularity. Later, a major trucking firm settled in the River District. Also in the 1940s, the federal government constructed the Dos Rios housing complex for low income families, serving as the only residential site in the River District.

The Sacramento Housing & Redevelopment Agency (“SHRA”), which is a Joint Powers Agency and serves as the Housing Authority for the City of Sacramento and the County of Sacramento, managed the Dos Rios housing complex, later renamed Twin Rivers, and now renamed Mirasol Village. The Blue Line of the Sacramento Regional Transit’s (SacRT) light rail network ran past the Twin Rivers development without a stop in the neighborhood. The River District has primarily been utilized for commercial and industrial land uses, including a number of oil, gas and petroleum distribution centers, resulting in several sites polluted from past industrial activities. SHRA is requesting Environmental Protection Agency (EPA) Brownfield Cleanup funding for a site characterized by former commercial and industrial activities [such as truck service and auto wrecking], called the Mirasol Village Light Rail Station site (“Mirasol Village Station” or the “Site”). The Site is a grouping of parcels that will be used for a new light rail station as a part of SacRT’s public transportation network. The Site is a portion of a larger set of contiguous parcels on a triangular block, the remainder of which will be used to construct new mixed-income housing as part of the Mirasol Village Redevelopment Project (the “Redevelopment Project”). The remainder of the blocks of the Redevelopment Project will be constructed across the street at the site of the former Twin Rivers public housing development. The Site lies north of downtown and in the eastern portion of the River District. Over 1,300 residents (78% minority) live in this census tract (CT) in which the Site is located. More than half of residents in this CT earn less than \$15,000 per year, and the unemployment rate is 27%, nearly four times greater than that for California (CA)¹. The Grant will be used to clean up the Site to create a much needed multi-modal public transportation station as a critical step in the transformation of the neighborhood, connecting a once isolated community to all of the opportunities in the City. This project will serve as a catalyst for future sustainable growth as the Site is also **located in a federally designated Promise Zone**, an area of concentrated low-income neighborhoods, and **within a state approved federal Opportunity Zone**.

1.a.ii. Description of the Brownfield Site: This grant addresses the cleanup for the 0.6-acre set of parcels planned to become the Mirasol Village Light Rail Station, expanding the region’s public transportation network. The Site is located along the North 12th Street corridor in the City of Sacramento at the eastern boundary of the 22 acre Mirasol Village Redevelopment Project (the “Redevelopment Project”) within the River District neighborhood. The Site consists of a portion of parcels on a larger 3.14 acre triangular block. Both the Redevelopment Project and Mirasol Village Station are major parts of the City’s 2035 General Plan and the River District Specific Plan. The Site is located within an undeveloped but fenced set of parcels, covering 3.14 acres and encompassing six parcels. The Site was first developed for commercial and industrial uses in the early 1900s. Based on review of historical

¹ Census Tract No. 53.01. Minority and per capital income = ACS 5-year estimates (2013-2017). CA Unemployment Rate is 7.7%.

Select acronyms: CDBG = Community Development Block Grant; CT = census tract; DTSC = Department of Toxic Substances Control; EPA = Environmental Protection Agency; ESA = Environmental site assessment; M = million; RAP = remedial action plan; SHRA = Sacramento Housing & Redevelopment Agency; TCC = Transformative Climate Communities

photographs, all of the former structures at the Site were demolished prior to 2005, and the Site has remained structurally undeveloped and vacant since then. In 2016, SHRA purchased the property containing the Site (following completion of an All Appropriate Inquiry [AAI] compliant Phase I environmental site assessment [ESA]) after which a fence was installed around the perimeter of the Site² to secure it until it can be remediated, and made safe for public use. In 2019, a California Land Use and Revitalization Act (CLRRRA) Agreement was executed by SHRA with Department of Toxic Substances Control (DTSC) for the purpose of assessment and remediation of the entire triangular block. Since 2013, several studies have been conducted at the Site. The most recent Phase I and Phase II Environmental Site Assessments (ESAs) were completed on September 22, 2016. The Phase II ESA utilized geophysical surveys to assess for presences of underground storage tanks (USTs) using 33 test pits to assess soil conditions and investigate subsurface anomalies as identified in the geophysical surveys, as well as collection of shallow soil samples for laboratory analysis, and eight soil borings for groundwater samples. According to the ESA, the two primary contaminants of concern (COCs) detected in soil were arsenic and lead, with minimal traces of thallium. In addition, low levels of volatile organic compounds (VOCs), including benzene, toluene, ethylbenzene, and total xylenes (BTEX); and levels below the regulatory screening values for semi-volatile organic compounds (SVOCs) were also reported.

1.b.i. Revitalization of Target Area/Reuse Strategy & Alignment w/ Revitalization Plans: The cleanup and reuse of the Site is consistent with River District Specific Plan, the City's 2035 General Plan, and the City's Climate Action Plan. Mirasol Village Light Rail station will bridge a major gap in Sacramento region's public transportation network, and provide convenient public transportation options for future Mirasol Village residents where half of residents will be low-income. Two thirds of former Twin Rivers residents regularly used public transit as their main form of transportation. In 2018, the vision for the light rail station was updated and articulated through a comprehensive visioning process led by the Center for Public Interest Design (CPID) to develop two schematic design proposals for the proposed light rail station. As part of the visioning process, CPID facilitated a number of workshops, resident meetings, charettes, and walking tours to co-create a vision for the new station. The outcome was two schematic design proposals presented to community members in September 2018. The subsequent phases of the project will continue to be community driven as community members actively participate during the design and construction phases. Both concepts include amenities such as shelters, information screens, shaded waiting spaces, as well as green space including water detention design and extensive landscaping, solar, and multi-modal options such as electric bike-share. The improvements include removing barriers and constructing additional drainage, curbs and gutters, street lighting, and a wrought iron fence to separate pedestrians from the light rail tracks. Through additional resources, SacRT will also install solar panels to capture energy to power the station's amenities. SacRT will also offer transit vouchers to encourage ridership. The Mirasol Village Light Rail Station will advance Goal IV to maximize connectivity and Goal V to support all transportation modes as identified in the River District Specific Plan, as well as Goal M 1.3.3 of the City's 2035 General Plan to Improve Transit Access. It also aligns with the City's Climate Action Plan (incorporated into the 2035 General Plan) to reduce greenhouse gas emissions by expanding ridership on public transportation. The River District Specific Plan anticipates adding thousands of residents to the area with the expansion of residential sites. As such, SacRT has recorded a 35-foot easement in anticipation of connecting the new Blue Line Mirasol Village station to the Green Line at the opposite end of the River District and, ultimately, to the Sacramento International Airport.

² The fence surrounds the entire set of parcels referred to as the "Triangle Site" to the extent feasible given its location directly adjacent to active light rail tracks. As such, there is an x foot setback from the active light rail tracks to comply with local regulation. There is no sidewalk adjacent to the tracks or any border of the site; there is no functional access to the site.

Select acronyms: CDBG = Community Development Block Grant; CT = census tract; DTSC = Department of Toxic Substances Control; EPA = Environmental Protection Agency; ESA = Environmental site assessment; M = million; RAP = remedial action plan; SHRA = Sacramento Housing & Redevelopment Agency; TCC = Transformative Climate Communities

The Mirasol Village Redevelopment project represents more than 10 years of planning and strategy by SHRA and local partners to transform this community. Residents have advocated for a light rail station for over a decade and the station will ensure that the residents can take advantage of the investments this area's transformation.

1.b.ii. Outcomes and Benefits of Reuse Strategy: The EPA Grant will transform a blighted, vacant industrial site into a sustainable and innovative light rail station through both architectural design and community programming, connecting a previously disconnected low-income community to the opportunities of burgeoning Downtown Sacramento as part of a \$310 million redevelopment project. The new light rail station will serve as a “gateway to communities” and city-wide resources. Cleanup and reuse of the Site will facilitate further investment in this area given its status as a federal Opportunity Zone. An improved transportation network, along with enhanced infrastructure will encourage long-term investments in this Opportunity Zone. The planned public uses will not be possible without a comprehensive cleanup due to the significant levels of contamination in the soil throughout the Site. Expected outcomes after completion of the new light rail station include 185,000 additional trips taken in the first year of operation. After 20 years in service, a total of 427,000 additional trips are expected.

The River District will be connected to the heart of the City by foot, bike, bus, rail, and car. The new Mirasol Village Light Rail station constructed at the Site will be complemented by “Complete Streets,” including sidewalks and bike lanes on main travel corridors, and the creation of physical connections across the American River and to Downtown Sacramento in alignment with the Downtown Mobility Grid 3.0, the City's plan to integrate a number of planned transportation improvements and programs to further enhance mobility in the downtown area. The new transit station will allow residents to easily access the nearest grocery store located near an existing transit stop on Del Paso Boulevard, which opened in the summer of 2018. This project also supports the Critical Community Improvements (CCI) Plan's goal to transition the once industrial district to a more connected, mixed-use neighborhood and build upon efforts to create a new neighborhood with a sense of community, place, and history. Additionally, the light rail station will be a gateway for higher education and career pipelines to ensure that residents can connect to job training opportunities, work locations, school, and college without relying on a privately owned vehicle. Connect an economically isolated community to opportunity by building a new light rail station and transforming a public housing project into a flourishing mixed income transit-oriented development. The station will serve as an anchor for a shared mobility hub with access to multiple transportation options – light rail, bikesharing, carsharing, micro transit and safer pedestrian routes. The design of **the light rail station will include large shelters with solar roof paneling**, water collection and reuse. These are all features desired by the community.

1.c.i. Strategy for Leveraging Resources/Resources Needed for Site Reuse: SHRA has secured a diverse set of funding to advance the planning, assessment, cleanup, and reuse of the Site and surrounding area. In 2011, SHRA was awarded a Choice Neighborhoods Initiative (CNI) Planning Grant from the U.S. Department of Housing & Urban Development to create a Neighborhood Transformation Plan (NTP) for the River District focused around the Twin Rivers (now called Mirasol Village) housing development, including the need to construct a new light rail station. After completing the NTP, SHRA was awarded a seven-year \$30 million CNI Implementation Grant. As the lead agency for the Sacramento Promise Zone, SHRA has leveraged over \$170 million dollars in resources to support 22 square miles of Sacramento's most underprivileged neighborhoods. One of only 22 Promise Zones in the country, SHRA was awarded this designation by HUD in 2015 and works with over 150 key partners. In 2019, SHRA and partners were awarded a Transformative Climate Communities (TCC) grant of \$23 million from the State of California Strategic Growth Council to fund community transformation through equitable housing, increased mobility, decarbonized energy, and well-being in the River District and adjacent neighborhoods. Over \$17 million of the TCC grant is secured specifically for construction of the Mirasol Village

Light Rail station. SHRA and partners were also awarded an \$18 million grant through the Affordable Housing and Sustainable Communities fund by the California Strategic Growth Council. These funds can be used as cost share for staff time related to outreach for cleanup of the Site, as well as remedial planning activities for Tasks 1 and 2 A (see Section 3.b). CDBG funds will be used as cost share to help fund consulting services and predevelopment costs. **SHRA will retain ownership throughout the grant period.** The EPA Grant will facilitate transformative reuse because it is a requirement that the surface soil achieve a non-industrial cleanup standard before construction of the light rail station or housing on the other portion of the block.

SHRA and partners were awarded a Transformative Climate Communities (TCC) grant of \$23 million from the State of California Strategic Growth Council to fund community transformation through equitable housing, increased mobility, urban greening, decarbonized energy, and health and well-being in the River District and adjacent downtown neighborhoods. Over \$17 million is **secured directly for construction of the Mirasol Village Light Rail station.**

1.c.ii. Use of Existing Infrastructure: The Blue Line of SacRT's light rail network currently runs along this route, but there is no station within 0.7 miles of the future Mirasol Village development. Adding a station within this portion of the River District at the Site will address critical service needs along the route of the Blue Line and connect River District residents to the Downtown core and the north part of the Sacramento region. About 65% of funding for construction of the new station is already secured through the TCC grant. In addition, the street that carries the Blue Line will become a "Complete Street" with new sidewalks and Class 4 separated bikeways. As an abandoned industrial site, there is limited infrastructure within the boundaries of the Site that is in condition for reuse, and any abandoned utilities will need to be removed to prevent abandoned utilities from serving as conduits for migration of contaminants. However, the project will be instrumental to enhancing use of existing infrastructure within the surrounding neighborhoods by providing key connections for the City's public transportation network.

2. COMMUNITY NEED AND COMMUNITY ENGAGEMENT

2.a.i. Community Need/The Community's need for Funding: The grant will be used to help meet the needs of a low-income community lacking the initial sources of funding to advance the project without assistance from the EPA. The neighborhood in which the Site is located is a low-income community with a per capita income that is only slightly more than a third of the City, County, State and US, while the unemployment and family poverty rates are almost six times the corresponding rates for the US (Table 1).

Table 1. Economic Distress Data (American Community Survey [ACS] 2017 5-Year Estimates³)

Data Type	Target Area Census Tract ^A	City of Sacramento	Sacramento County	State of CA	United States
Median Household Income ^B	\$13,249	\$54,615	\$60,239	\$67,169	\$57,652
Per capita income ^B	\$10,216	\$28,671	\$29,693	\$33,128	\$31,177
Unemployment rate ^C	11.0%	5.9%	5.5%	4.8%	4.1%
Poverty Rate for Families	63.5%	15.3%	12.6%	11.1%	10.5%

A) Census Tract 53.01. B) In 2017 inflation adjusted dollars. C) Civilian population in labor force older than 16 years.

At the light rail station, funding has been identified for project design and construction, but only a small amount of Community Development Block Grant (CDBG) funds have been awarded for cleanup. To fill this final gap, staff will seek out and rely upon all possible public, private and non-profit funding sources. The proposed EPA grant will provide an essential contribution to completion of project clean-up and to reuse.

³ Notes for Table 1. Data downloaded on 11/4/19. All data are 5-year estimates for 2013-17.

Select acronyms: CDBG = Community Development Block Grant; CT = census tract; DTSC = Department of Toxic Substances Control; EPA = Environmental Protection Agency; ESA = Environmental site assessment; M = million; RAP = remedial action plan; SHRA = Sacramento Housing & Redevelopment Agency; TCC = Transformative Climate Communities

2.a.ii Threats to Sensitive Population/(1) Health or Welfare of Sensitive Populations: As Table 2 demonstrates below, nearly 78% of residents in the CT are minorities, and over 45% are African American. The percentage of children less than 5 years old in the Target Area is roughly double that of the City, County, State or US. Over 23% of adults lack a high school education and nearly one-quarter of residents are women of childbearing age.

Table 2. Sensitive Populations in the Target Area (ACS 2017 5-Year Estimates⁴)

Data Type	Target Area Census Tract ^A	City of Sacramento	Sacramento County	State of CA	United States
Minority residents (% of total population) ^B	77.8%	66.9%	54.3%	62.1%	38.5%
African American residents (% of total population)	44.2%	13.1%	9.5%	5.5%	12.3%
Children ≤ 5 (% of total population)	13.4%	6.8%	6.6%	6.4%	6.2%
Women 16-45 years (% of total population)	24.9%	22.2%	20.8%	20.7%	19.8%
Adults (≥25 years) without a high school degree (% of total population)	23.5%	15.6%	13.0%	17.5%	12.6%
% of Residents w/ no health insurance	8.0% (with +/-7.4 Margin of Error)	9.1%	8.4%	10.5%	10.5%

Welfare concerns in the neighborhood are centered on the blighting effect of former and current industrial properties. This grant will help convert the Site from an unused, vacant lot to a critical piece of public infrastructure, marking it as a destination. It will serve as a catalyst for future River District development.

2.a.ii (2) Greater Than Normal Incidence of Disease and Adverse Health Conditions:

Below, Table 3 provides the data for chronic disease and health indicators for the primary census tract within the Target Area versus the City, based on estimates developed by the Centers for Disease Control and Prevention (CDCP) and published in 2018⁵.

Table 2. Health Measure Estimates for Target Area Census Tract (CT)^{6 A}

Health Measure (see footnote 5 at bottom of this page for explanation of notes A-D)	Prevalence in Target Area CT ^B	Average Prevalence in Sacramento ^C	Rank among Sacramento CTs ^D	Health Measure	Prevalence in Target Area CT ^B	Average Prevalence in Sacramento ^C	Rank among Sacramento CTs ^D
High Blood Pressure	45.1%	30.45%	Highest	Kidney Disease	4.9%	3.0%	Highest tied
Cancer (excluding skin)	4.4%	5.2%	Below Average	Physical Inactivity	37.6%	22.9%	2 nd highest
Asthma	12.5%	9.9%	Highest (tied)	Poor Mental Health	21.3%	13.33%	Highest
Diagnosed Diabetes	19.1%	10.4%	Highest	Obesity	46.3%	28.3%	Highest
High Cholesterol	38.9%	32.2%	3 rd Highest	Poor Physical Health	24.7%	12.9%	Highest

⁴ Notes for Table 2. Data downloaded on 11/4/19. All data are 5-year estimates for 2013-17. A) Data for Target area is for CT 53.01. B) Calculated by subtracting the reported census values for "white, not Hispanic" from 100%.

⁵ https://nccd.cdc.gov/500_Cities/rdPage.aspx?rdReport=DPH_500_Cities.InteractiveMap&islCategories=HLTHOUT&islMeasures=ARTHRITIS&islStates=06&rdRnd=79037

⁶ Notes for Table 3. A) Data accessed from the CDC website on 11/4/19. B) The target area CT is 53.01. C) Average of values for all Sacramento CTs. D) Ranking of the target area CT out of all Sacramento CTs.

Select acronyms: CDBG = Community Development Block Grant; CT = census tract; DTSC = Department of Toxic Substances Control; EPA = Environmental Protection Agency; ESA = Environmental site assessment; M = million; RAP = remedial action plan; SHRA = Sacramento Housing & Redevelopment Agency; TCC = Transformative Climate Communities

The Target Area scores worse (i.e., has higher prevalence percentages) for 9 of the 10 health measures than the City as a whole, and ranks in the very bottom for nearly all measures (relative to Sacramento CTs).

2.a.ii (3) Disproportionately Impacted Populations: Sensitive populations in the Target Area are at a higher risk of being exposed to a variety of cumulative pollution sources. EPA’s EJSCREEN Tool was used to evaluate the CT in the Target Area for 11 environmental justice indices. The CT ranked in the 85th to 98th percentile among CTs in the US for all 11 indices, indicating a disproportionate burden and vulnerability to multiple sources of contamination⁷. A similar analysis is provided for all 8,035 California CTs on the CalEnviroScreen website, with CT 53.01 ranked in the 95th-100th percentile (the highest percentile range⁸).

How the grant will address or facilitate the identification and reduction of those threats: The grant will support the cleanup of the Site and its transformation from an unused, blighted lot to one serving the needs of the impacted community and connecting them to opportunities across the region through expanding the public transportation network. Lead and arsenic are the two dominant pollutants at the Site and are threats to the well-being of children in the area who are already experiencing disproportionate negative effects of environmental justice issues, and health impacts from exposure to lead and arsenic. The cleanup project will remove areas of lead and arsenic impacted soil, allowing the lot to be transformed into a much needed community asset. By bridging a transportation gap, this Site will connect residents to more jobs, helping to improve economic outcomes, and provide easier access to healthcare through a mode of active transportation that lowers greenhouse gas emissions and increases physical activity, helping to address health issues on multiple fronts. Adding this station stop at the Site will provide residents convenient access to fresh food at a newly opened grocery store less than 3 miles away located along the route of the light rail.

2.b.i. Community Engagement/Project Partners: Dozens of stakeholders have been involved in the project to date, in addition to robust community engagement. Below is information on three key local community partners:

2.b.ii. Project Partner Roles:

Partner Name	Point of Contact	Specific Role in the Project
The River District	Jenna Abbott Executive Director The River District (916) 321-5599 Jenna@RiverDistrict.net	Commercial Business Improvement District whose membership, employees and customers are project beneficiaries. This partner will serve as the liaison with local businesses throughout the cleanup project.
SacRT	Jenny Niello, PE Principal Civil Engineer (916) 321-3884 jniello@sacrt.com	Public agency responsible to construct and operate the final project (new station)
SHRA	Victoria Johnson Program Manager (916) 440-1388 vjohnson@shra.org	Lead Agency—land owner, overall project manager for cleanup project of Site.

2.b.iii. Incorporating Community Input: SHRA, along with SacRT, communicates progress and solicits input on the project through regular neighborhood and resident meetings. SHRA will solicit community input on the status of the cleanup project and, later, the construction of the light rail station during the reuse phase through existing channels of CNI meetings and River District meetings. At those meetings, the community is encouraged to provide

⁷ Source: <https://www.epa.gov/ejscreen> Accessed 11/4/19. EJSCREEN Report for Sacramento CT 53.01.

⁸ <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>

Select acronyms: CDBG = Community Development Block Grant; CT = census tract; DTSC = Department of Toxic Substances Control; EPA = Environmental Protection Agency; ESA = Environmental site assessment; M = million; RAP = remedial action plan; SHRA = Sacramento Housing & Redevelopment Agency; TCC = Transformative Climate Communities

feedback, which SHRA staff responds to during the meetings. SHRA also maintains a webpage providing frequent updates on all parts of the Mirasol Village Redevelopment Project to the public. Since 2008, there have been over 150 community meetings regarding the Mirasol Redevelopment Project. Meetings included fact sheets, utilized mailers, on-line surveys, and door-to-door canvassing of residents and local businesses. Most meetings included presentations. Urban Strategies, Inc. (USI) holds monthly Choice Neighborhood Initiative (CNI) meetings in three zones each month regarding the Redevelopment Project as a whole. The dates change depending on when residents are available. The River District Business Association also meets every 2nd Wednesday of each month. All of the environmental data and reports for the Site will be available to the public on the DTSC EnviroStor website. SHRA also conducted the following public meetings for adopting the environmental document (combined IS/EA for both the existing public housing site and the triangle site): (i) Following a prescribed 30-day public comment period for the IS/EA, and after addressing public comments, the Sacramento Housing and Redevelopment Commission (SHRC) approved the final environmental document at its public meeting on 07/19/2017. (ii) Along with site entitlements, the Planning and Design Commission for the City of Sacramento made findings pursuant to CEQA and adopted the Mitigated Negative Declaration (MND) and associated Mitigation Monitoring and Reporting Program (MMRP) at their public meeting on 07/27/2017. (iii) The County Board of Supervisors adopted the MND and associated MMRP and approved the Project at a public meeting on 08/22/2017. In addition, there have been various planning efforts that have taken place in the project vicinity over the last several years, each of which have considered and evaluated the overall Twin Rivers project and that included a substantial public outreach component. These efforts are summarized below: (i) City of Sacramento 2035 General Plan and Master EIR. The proposed project was incorporated into the City's General Plan and was evaluated in the Master EIR. Development of the General Plan was the result of numerous rounds of stakeholder and public engagement meetings throughout the City over the course of several years. The Master EIR was released for public circulation in August, 2014. The Final Master EIR was certified and the General Plan was adopted by the Sacramento City Council in March, 2015. (ii) River District Specific Plan and EIR. The proposed project was incorporated into the City's River District Specific Plan (RDSP) and Program EIR. The RDSP and the EIR considered the addition of expanded housing at the Twin Rivers Community Housing Complex (now "Mirasol Village") and also the construction of the Dos Rio (now "Mirasol Village") light rail transit station. Development of the RDSP involved numerous rounds of stakeholder and public engagement throughout the River District planning area over several years.

3. TASK DESCRIPTIONS, COST ESTIMATES, AND MEASURING PROGRESS

3.a. Proposed cleanup Plan: Cleanup of the Site will be based on the recommended remedial alternative as described under Alternative 2 in the draft Analysis of Brownfields Cleanup Alternatives (ABCA). Excavation, removal, and adjacent site holding of contaminated soil will be performed. This alternative includes excavating the contaminated soil within the Site and temporarily stockpiling the soil on the balance of the adjoining, contiguous set of parcels on the triangle block for future remediation. The soils will ultimately be spread out and capped on the other portion of the site; the soils will not be hauled and disposed of off-site in the future. For this selected alternative, the capping would happen at a later date when we would have the ability to complete the CLRR and cap the whole Triangular Block. The soil stockpiles would be remediated at a future date as part of the overall triangle block response action under the CLRR agreement. The temporary stockpiles would be in place until completion of remediation of the triangle block within a maximum of 2 years. Soil excavation within the Site would remove soils exceeding remedial goals to allow development and construction of the Mirasol Village Light Rail Station. Approximately 500 cubic yards of soil would be excavated to depth of 1 foot, and approximately 600 cubic yards of soil would be excavated to depth of 2.5 feet. The exposed excavation surface would be stabilized via

Select acronyms: CDBG = Community Development Block Grant; CT = census tract; DTSC = Department of Toxic Substances Control; EPA = Environmental Protection Agency; ESA = Environmental site assessment; M = million; RAP = remedial action plan; SHRA = Sacramento Housing & Redevelopment Agency; TCC = Transformative Climate Communities

application of surface roughening, temporary seeding and mulching, and erosion control blankets. The excavated soils would be placed in approximately 300-cubic-yard stockpiles that would be underlain by a lined cover to prevent vertical migration of soils and contamination. The stockpiles would be covered with plastic sheeting or treated with a soil binder, stabilizing the soil to eliminate potential for air and stormwater impacts. Sediment control best management practices would be implemented around the perimeter of the stockpile (e.g., silt fence, wattles, and sand bags). The stockpiles would be maintained by periodic inspections of perimeter controls, implementation of inlet protection in accordance with best management practices, and reapplication of plastic sheeting or soil binder as necessary. It is expected that EPA Cleanup grant funds will be used primarily for removal of soil from the Site. As noted in Section 1.a.ii, the two primary contaminants of concern (COCs) detected in soil were arsenic and lead, with minimal traces of thallium. In addition, low levels of volatile organic compounds (VOCs), including benzene, toluene, ethylbenzene, and total xylenes (BTEX); and semi-volatile organic compounds (SVOCs) were also reported in the samples collected at some locations but at concentrations several orders of magnitude less than the applicable regulatory screening values.

3.b. Description of Tasks/Activities and Outputs: The scope of work has been grouped into four tasks. The specific activities, schedule, outputs and roles for each task are summarized below. Details on the required 20% cost-share are provided at the end of this section.

Task 1: Community Involvement/Grant Management
i. Project Implementation <ul style="list-style-type: none"> ▪ Discussion of EPA-funded activities: SHRA staff will continue to lead the community involvement process with partners for the Mirasol Redevelopment Project and TCC grant area of which the Mirasol Light Rail Station is a major part. This will be in conjunction with preparation for and performance of initial cleanup activities of the Site to be paid for through the EPA Grant. SHRA staff will also be responsible for reporting and other programmatic activities required for the EPA Grant once the cooperative agreement is completed such as quarterly progress reports. ▪ Non-EPA grant resources needed to carry out task/activity, if applicable: TCC grant, AHSC grant and CDBG funds or other nonfederal sources as needed.
ii. Anticipated Project Schedule: Q1 FY2021 – Q1 FY2023
iii. Task/Activity Lead(s): SHRA staff (Victoria Johnson; Sandy Saechao; Kellen Famham) & contractors
iv. Output(s): 1) Outreach meetings (3 to 4 in total) with notices, agendas, presentations, sign-in sheets, and meeting notes. 2) Outreach materials (fact sheets; results summary sheets; website updates). 3) Quarterly progress reports, annual reports, final closeout report, ACRES updates (as needed).
Task 2: Cleanup Planning
i. Project Implementation <ul style="list-style-type: none"> ▪ Discussion of EPA-funded activities: Once the Cooperative Agreement is completed, a final ABCA and RAP will be prepared, which will be submitted to the EPA and DTSC for review and approval. Contractors will complete all EPA required review activities through the endangered species and National Historic Preservation act as needed. ▪ Non-EPA grant resources needed to carry out task/activity, if applicable: TCC grant, AHSC grant, and CDBG funds or other nonfederal sources as needed.
ii. Anticipated Project Schedule: Q1 FY 2021 – Mid Q3 2021
iii. Task/Activity Lead(s): SHRA staff (Stephanie Green) & contractors
iv. Output(s): 1) Final ABCA. 2) Final RAP. 3) ESA/NHPA Screening Documentation.
Task 3: Site cleanup
i. Project Implementation <ul style="list-style-type: none"> ▪ Discussion of EPA-funded activities: SHRA staff will direct cleanup activities at the Site, which will be completed and implemented by qualified environmental contractors retained in accordance with our procurement practices that are in compliance with 2 CFR 200.317-326. Task 3 activities include: (1) SHRA staff will issue a work order to a qualified contractor to perform environmental

Select acronyms: CDBG = Community Development Block Grant; CT = census tract; DTSC = Department of Toxic Substances Control; EPA =Environmental Protection Agency; ESA = Environmental site assessment; M = million; RAP = remedial action plan; SHRA = Sacramento Housing & Redevelopment Agency; TCC = Transformative Climate Communities

oversight and sampling in accordance with the approved plan; (2) SHRA will work with DTSC to provide proper notice to all affected stakeholders prior to commencement of remedial work; (3) SHRA will retain a qualified cleanup contractor in accordance with our procurement process. The selected contractor will implement the cleanup plan including a health and safety plan, setting up of controls to secure the Site and to comply with storm water management, excavating the contaminated soil to be stockpiled on the adjacent parcels, grading, and maintaining the Site as well as stockpile of soil. The oversight contractor will observe the cleanup activities throughout the applicable period of performance.

- Non-EPA grant resources needed to carry out task/activity, if applicable: TCC grant and CDBG funds or other nonfederal sources as needed.

ii. Anticipated Project Schedule: Mid Q2 FY 2021 – End of Q3 2022

iii. Task/Activity Lead(s): SHRA staff (Stephanie Green; Victoria Johnson; Kellen Farnham) & contractors

iv. Output(s): 1) Contractor RFPs and bid results, 2) Contractor Pre-Work Submittals, 3) Laboratory Testing Reports, and 4) Closure Reports.

Task 4: DTSC/VCP Oversight

i. Project Implementation

- Discussion of EPA-funded activities: DTSC will assist with outreach activities, including public meetings, and provide review and approval of work plans and technical reports associated with Tasks 1-3. DTSC charges VCP participants for staff time related to oversight.
- Non-EPA grant resources needed to carry out task/activity, if applicable: N/A

ii. Anticipated Project Schedule: Q1 FY2021 – Q1 FY2023

iii. Task/Activity Lead(s): DTSC staff.

iv. Output(s): 1) Outreach materials prepared by DTSC. 2) RAP approval letter. 3) Closure letter.

Cost Share: SHRA will meet the 20% cost share through SHRA staff time spent performing outreach, project management, cleanup oversight and coordination in conjunction with implementation of Tasks 1 through 3, and work performed by consultants for Tasks 1 and 2 – but paid for through the TCC and AHSC funds, as well as CDBG funds. Estimates for SHRA staff time allocated to each task were based on time expended on past cleanup projects that were primarily funded by state grants.

3.c. Cost Estimates: The project budget for remediation of hazardous substances is summarized in the table below:

Line #	Budget Categories		Project Tasks (\$)				Total
			Task 1 Community Involvement/ Grant Management	Task 2 Cleanup Planning	Task 3 Site cleanup & Site Security & Management	Task 4 DTSC Oversight	
1	Direct Costs	Personnel (incl fringe)	\$ 3,000	\$ -	\$ 3,000	\$ 1,000	\$ 7,000
3		Travel	\$ -	\$ -	\$ -	\$ -	\$ -
4		Equipment	\$ -	\$ -	\$ -	\$ -	\$ -
5		Supplies	\$ 2,000	\$ -	\$ -	\$ -	\$ 2,000
6		Contractual	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
7		Other (VCP fees)	\$ -	\$ -	\$ -	\$ 20,000	\$ 20,000
8		Total Direct Costs		\$ 5,000	\$ -	\$ 303,000	\$ 21,000
9	Indirect Costs			\$ -			
10	Total Federal Funding		\$ 5,000	\$ -	\$ 303,000	\$ 21,000	\$ 329,000
11	Cost Share		\$ 16,000	\$ 20,000	\$ 30,000		\$ 66,000
12	Total Budget		\$ 21,000	\$ 20,000	\$ 333,000		\$ 395,000

Select acronyms: CDBG = Community Development Block Grant; CT = census tract; DTSC = Department of Toxic Substances Control; EPA = Environmental Protection Agency; ESA = Environmental site assessment; M = million; RAP = remedial action plan; SHRA = Sacramento Housing & Redevelopment Agency; TCC = Transformative Climate Communities

Task 1 – Community Involvement/Grant Management (Total Budget = \$21,000): Personnel costs of \$3,000 are requested to support performance of grant reporting activities by SHRA staff (30 hrs @ \$100/hr). Supply costs of \$2,000 include \$300 for printing and \$1,700 for mailing expenses associated with public notices. The cost share of \$16,000 for Task 1 will be provided through 160 hrs of work (average blended rate = \$100/hr) by SHRA staff or consultants (paid through CDBG funds or other nonfederal sources) conducting outreach.

Task 2 – Cleanup Planning (Total Budget = \$20,000): The cost share of \$20,000 for Task 2 will be provided by consultants (paid through the CDBG funds or other non-federal funding sources) performing an estimated 160 hrs of work (@ \$125/hr) performing cleanup planning activities.

Task 3 – Cleanup & Site Security & Management (Total Budget = \$333,000): Personnel costs of \$3,000 are requested for coordination of cleanup activities to be performed by SHRA staff (30 hrs @ \$100/hr). Contractual costs of \$300,000 include \$40,000 for remedial design, planning, and completion report costs, and \$260,000 for cleanup contractor costs and laboratory analyses ([1] site prep/temporary facilities and utilities/storm water pollution prevention for site = \$69,000; [2] grading/excavation of soils/soil stockpile treatment of 1100 BCY and grading of 500 SY = \$130,000; [4] laboratory analysis/field equipment/confirmation sampling 150 hours @ \$100 = \$15,000; [5] operation and maintenance, maintain and monitor soil stockpile of 500 BCY @\$20/bcy = \$10,000; [6] storm water pollution prevention of 400 LF @\$90 = \$36,000. Cleanup contractor costs assume payment of prevailing wages under the Davis-Bacon Act. The cost share of \$30,000 for Task 3 will be provided through 300 hrs of work (@ \$100/hr) by SHRA staff conducting oversight activities (50 hrs coordination; 125 hrs on-site oversight activities; 125 hrs report preparation).

Task 4 – DTSC Oversight for (Total Budget = \$21,000): Personnel costs of \$1,000 are requested for SHRA staff time (10 hrs @ \$100/hr) to coordinate DTSC oversight activities specific to the Site. Other costs of \$20,000 are requested for hourly fees that will be charged by DTSC for time spent by DTSC staff providing oversight for cleanup under the VCP. DTSC will also assist with outreach activities, participate in public meetings, provide review and approval of work plans and technical reports associated with Tasks 1-3. DTSC fees are estimated at 200 hrs @ \$100/hr. The estimate is based on VCP charges incurred by recent cleanup projects of similar complexity in Northern California.

3.d. Measuring Environmental Results: Environmental Cleanup Results: The outputs for each task are identified in answer 3.b. above. The anticipated short-term cleanup results for the project will be documented and include: 1) the quantity and mass of contaminated soil, and associated mass of individual contaminants of concern removed, 2) the quantity of soil successfully treated to reduce lead and arsenic concentrations to non-hazardous levels, 3) the land area made safe for development and public access through soil treatment and/or cap construction. The final output is to receive a No Further Action (NFA) letter from DTSC when the site is clean.

Reuse Outcomes: the eventual long-term reuse outcomes that will be tracked and measured will include: 1) ridership out of new light rail station, 2) acres of land for which environmental issues have been resolved and made available for reuse, and 3) dollars of public and private funding leveraged. All outputs and outcomes completed during and after the 3-year grant period will be reported and updated in ACRES.

PROGRAMMATIC CAPABILITY AND PAST PERFORMANCE

4.a.i. Programmatic Capability/Organizational Structure: The Cleanup Grant will be managed and administered by SHRA, a previous sub-recipient of an EPA Cleanup Grant from the City of Sacramento, and an agency with broad experience managing large federal and state grants with strategies in place to ensure the timely and successful expenditure of grant funds, as well as compliance with reporting and any other requirements. SHRA's team includes staff from the Finance Department and Procurement who will be managing invoices in addition to providing general financial administrative support. The overall Mirasol Village Redevelopment project (including

Select acronyms: CDBG = Community Development Block Grant; CT = census tract; DTSC = Department of Toxic Substances Control; EPA = Environmental Protection Agency; ESA = Environmental site assessment; M = million; RAP = remedial action plan; SHRA = Sacramento Housing & Redevelopment Agency; TCC = Transformative Climate Communities

assessment, planning, design, remediation, construction, and community engagement) is being led by SHRA project managers in close coordination with the lead developer, McCormack Baron Salazar (MBS). The Sacramento Regional Transit District (SacRT) is well-positioned to construct the new multi-modal transit station after the site is remediated. Project controls are thoroughly involved in each step of a project's process of initiation, planning, execution, monitoring, and closeout. The establishment of this robust project organizational structure has already accomplished several goals as part of this large redevelopment, and is poised to see the completion of this project and grant requirements while timely and accurately expending grant funds.

4.a.ii. Description of Key Staff:

Mirasol Village Project Manager – Victoria Johnson, Program Manager, SHRA is the Project Manager for the Mirasol Village Redevelopment project as a whole. Mirasol Village Redevelopment Program Manager- Victoria Johnson, M.A., LEED AP, provides project management of the Twin Rivers/Mirasol Village redevelopment project, including grant and contract administration, stakeholder engagement, public approvals, reporting, and compliance. She has previously overseen the redevelopment of eight separate infill and brownfield sites, which resulted in the construction of over 1000 new housing units. This work includes projects in Fresno and in Alameda, where she was in charge of planning and implementing CDBG-funded contracts for remediation and demolition at the former Alameda Naval Air Station.

Environmental Coordinator – Stephanie Green – SHRA will manage the EPA Grant administrative and programmatic requirements. Environmental Coordinator – Stephanie Green, MURP, managed the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) process and is leading the California Land Use and Revitalization Act (CLRRRA) process and remediation activities for the overall Mirasol Village (formerly Twin Rivers) project. She has successfully coordinated and executed the CLRRRA Agreement for the Mirasol Village triangle property (including the light rail station site) with the California Department of Toxic Substances Control (DTSC), and is currently managing the subsequent activities as part of that Agreement. Stephanie previously managed EPA subgrant funding through the City of Sacramento for cleanup activities at the 3.94 acre Rio Linda Superblock site, which received its No Further Action (NFA) letter in November 2018. Ms. Green also regularly manages site assessment and cleanup activities at various SHRA properties throughout the City and County of Sacramento, and has over nine years of experience managing CEQA/NEPA and brownfields projects for public and private entities throughout northern California.

Mirasol Village Program Analyst – Sandy Saechao, Senior Program Analyst, SHRA is leading the public outreach process for Mirasol Village. She has been a critical part of SHRA's commitment to redeveloping the former site of Dos Rios public housing. Sandy is a Master of Public Administration candidate at the University of Southern California Sol Price School of Public Policy where she is focusing on public policy analysis to ensure equitable outcomes for underserved communities. She has over five years' experience in planning, community engagement, and grants and program management. Sandy is currently working on strategies for improving economic outcomes for residents and neighborhood enhancements under the Twin Rivers/Mirasol Village redevelopment project.

4.a.iii. Acquiring Additional Resources: Ms. Johnson is part of a team of staff at SHRA who has experience managing large federal grants and who can be assigned to the project as needed to assure timely fulfillment of all programmatic and administrative requirements associated with the EPA Cleanup grant. Each year, SHRA procures over a million dollars of consulting services through professional engineering, environmental, and other services, and have the ability and established relationships to secure any supplemental resources necessary to successfully implement the Cooperative Agreement. The SHRA's procurement process is in full compliance with 2 CFR 200.317-326.

4.b.ii (1) Past Performance – Accomplishments & (2) Past Performance – Compliance with Grant Requirements:

SHRA's mission is to address the needs of disadvantaged communities and lead housing and community development in those communities. In that role, SHRA administers approximately 13,000 housing vouchers and operates almost 3,000 conventional public housing units for Sacramento County and City's neediest families, many of whom would be homeless were it not for the resources obtained and deployed by this agency. SHRA oversees \$18M in federal grants annually that provide services for homeless families and individuals including persons with AIDS, affordable housing funds for low income housing development, and community development funding targeted at disadvantaged communities for community centers, pedestrian safety, economic development, and recreation. Among numerous federally-funded programs, SHRA administers the Jobs Plus program where SHRA staff work with public housing residents to help them become employed.

The SHRA team has extensive experience in grant administration, public facilitation, project management and monitoring. Below is a list of recent grants that SHRA was successfully awarded and managed. The first grant is a federal neighborhood transformation grant, and the last two are California-funded cleanup grants. SHRA has remained compliant with all oversight agency and grant requirements including completion of work plan items, budget, timeline, reporting and reimbursement requests.

FY2014 Choice Neighborhood Initiative (\$300,000 & \$30 million) (2015-2022): In 2012, SHRA was awarded a Choice Neighborhoods Planning Grant from the U.S. Department of Housing and Urban Development (HUD) for \$300,000 to develop a Neighborhood Transformation Plan for the larger River District/Railyards neighborhood. The Transformation Plan set forth a comprehensive blueprint of the neighborhood, housing, and people strategies essential to realize the collective vision for this community. In 2015, SHRA, in partnership with the City of Sacramento, after complying with all terms of the Planning Grant, was awarded a \$30 million Choice Neighborhoods Initiatives (CNI) Implementation Grant to carry through on the vision of transformation. The seven-year grant period will be completed in 2022. By then, the entire 22-acre site will have been redeveloped with new infrastructure, roads, sidewalks, **a new light-rail station**, 425 mixed-income housing units, common area meeting and resident services spaces, PV electric, EV-electric car share, bike share stations, a community park, community garden, an Early-Childhood learning center and neighborhood-wide connectivity and mobility improvements. The total development cost for all improvements is \$310 million. As of September 30, 2019, approximately \$12 million has been expended.

FY2010 \$631,000 California Recycle Underutilization Sites (CALReUSE) Grant: In 2010 SHRA received a California Recycle Underutilization Sites (CALReUSE) grant from the California Pollution Control Financing Authority in the amount of \$631,000. SHRA contributed \$900,000 in tax increment financing to the project. Approximately 4,600 tons of contaminated soil was removed and remediation was completed in less than three months. Vacant for over 20 years, this 1.23 acre site was contaminated with high levels of lead, mercury and arsenic from previous auto repair businesses. The site now consists of 81 affordable apartments and commercial space on the ground floor. The project has received numerous awards including: (i) Built Projects Winner, 2013 EPA Award for Smart Growth Achievement, and (ii) Best Infill Project, Sacramento Business Journal

FY2009 two grants totaling \$662,000 from the California State Water Resources Control Board (SWRCB) Orphan Site Cleanup Fund: SHRA received two grants totaling \$662,000 from the SWRCB Orphan Site Cleanup Fund for assessment and cleanup of a former gas station site located at the Rio Linda Superblock. TPH (Gas) was significantly reduced in the soil and groundwater and 1,432 tons of contaminated soil was removed. The site received closure from SCEMD in 2012.