1. ENVIRONMENTAL RESULTS

EPA Strategic Plan Goal 3: Cleaning Up Communities and Advancing Sustainable Development
Objective: Promote Sustainable and Livable Communities

Catalog of Federal Domestic Assistance (CFDA): 66.814 (Brownfields Training, Research, and Technical Assistance Grants and Cooperative Agreements)

Brownfield assessment, cleanup and reuse are integral components of EPA’s mission of protecting human health and the environment. By definition, brownfield sites are a potential source of environmental contaminants that could negatively affect human health and the environment.

EPA’s Brownfields Area-Wide Planning (BF AWP) Program helps communities confront local environmental and public health challenges related to brownfields, and benefit underserved or economically disadvantaged communities. Area-wide planning for brownfields encourages community involvement in site reuse and overall neighborhood revitalization decisions and directly influences brownfields site assessment and cleanup decisions. Through a BF AWP approach, the community identifies a specific project area that is affected by a single large or multiple brownfields, then works with residents and other stakeholders to develop reuse plans for catalyst, high priority brownfield sites and the project area surrounding these sites. These reuse plans then inform the assessment and cleanup of brownfield sites.

As the brownfields area-wide plans are implemented by the communities, and properties within the area affected by brownfields are cleaned up and reused, EPA expects there will be positive environmental outcomes related to public health, air and water quality, such as reduced exposure to contaminants, reduced stormwater runoff, reductions in pollutant loadings in local waterways, reduced greenhouse gas emissions and other air pollutants. EPA expects these types of environmental outcomes at brownfields and other infill properties that accommodate the growth and development that would otherwise have occurred on undeveloped, greenfield properties.

Outcomes below are based on proposed project tasks identified in the Port of New Orleans Industrial Canal Corridor Project Proposal

- Greater community-level involvement in local planning and economic development.
- New and enhanced cross-sector relationships and partnerships for implementation.
- Additional funding leveraged for site assessment and cleanup.
- Reduced exposure to environmental contamination.
- Increased awareness about brownfields, Port NOLA industry and economic significance, and potential redevelopment strategies.
- Increased understanding of environmental justice concerns and disproportionate health impacts.
The results of the project will be evaluated against these anticipated outputs and outcomes. Project activities, outputs, outcomes, expenditures, schedule, challenges and resolutions will be tracked via the quarterly grant reports to EPA, through use of the BIT and GIS, and through regular informal contact with our EPA Project Officer via email and phone calls. Quantitative measures of success will include numbers of jobs created; number of individuals actively engaged in the process; number of properties and acreage assessed, remediated and returned to commerce, as well as dollars leveraged to do so. Qualitative measures of success include increased understanding about brownfields, redevelopment, and the maritime industry. Intangible measures of success include new and enhanced relationships to improve overall economic and environmental health of the area.

2. PROJECT DESCRIPTION

The Small Business Liability Relief and Brownfields Revitalization Act was signed into law on January 11, 2002. The Act amends the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), as amended, by adding Section 104(k). Section 104(k) authorizes the U.S. Environmental Protection Agency (EPA) to provide funding to eligible entities to inventory, characterize, assess, conduct planning related to, remediate, or capitalize revolving loan funds for, eligible brownfield sites. Entities are selected from proposals prepared in accordance with the Request for Proposals for the BF AWP Grant and submitted in a national competition. The Port of New Orleans was selected as a BF AWP grant recipient in the FY 2017 competition.

2.a Objective

The Port of New Orleans will facilitate community involvement, conduct research and perform technical assistance activities that will enable them to develop a brownfields area-wide plan for the Industrial Canal Corridor. Two brownfield sites are considered catalyst, high priority sites this project area. The brownfields area-wide plan will include specific site reuses for these brownfields and a robust plan implementation strategy. The brownfields site reuse plans and plan implementation strategy will help facilitate site assessment, cleanup and eventual redevelopment.

The Industrial Canal Corridor project area is approximately 5.5 contiguous miles of land on both sides of the Industrial Canal for the full length of this waterway, from Lake Pontchartrain to the Mississippi River. This area was once populated by highly productive industrial properties, many which have since been left abandoned with restrictions for reuse because of increasing water access limitations, declining infrastructure, and legacy environmental contamination. The Industrial Canal is a man-made canal that connects with the man-made Gulf Intracoastal Waterway (GIWW) to the east, approximately 2.5 miles north from the Mississippi River. The Port owns approximately 1,000 acres of industrial maritime use property along the canal that are available for lease. The project area identified encompasses jurisdictions of the Port of New Orleans, City of New Orleans and federally owned properties which are excluded from the project.

In recent decades, the Industrial Canal area has struggled to reach its full potential for commerce, and has affected surrounding neighborhoods and economic productivity of the area. Buildings were constructed and industries operated here well before rules were in place to protect human health and the environment, which has left the Port with many legacy brownfields issues. Impacts of hurricanes have further amplified blight along this once economically productive corridor, while
industrial blight and adjacent rundown neighborhoods have exacerbated negative perceptions of the area. Remediation efforts generally occur on a reactive as-needed basis, with no planning, which is why dedicated funds are needed to effectively address the entire area’s industrial decay with community input to address local need.

This area was selected for Brownfields Area-Wide Planning because of its obvious need for a cohesive strategy bringing City, Port and community priorities together into a strategic planning effort that Port Real Estate and Environmental staff have envisioned in recent months with the development of the Port’s Master Plan due for completion in late 2017. The Industrial Canal area is well known in New Orleans for its industrial blight and its negative perception pervades surrounding target area neighborhoods. The inclusive BF AWP process will help the Port and City to make meaningful and thoughtful decisions about future developments to escalate economic viability, and enhance environmental and social sustainability of the area. The Port will lead the development of the BF AWP in close partnership with the City, through a transparent and inclusive planning process, substantially bolstered by the credibility of EPA grant funding, guidance and technical assistance for activities in support of brownfields sites as defined under CERCLA §101(39).

The overall coordination of the cooperative agreement will be carried out by Emily Federer as the BF AWP Project Manager, under direction of Amelia Pellegrin, and assisted by Maggie Cloos, Michelle Gannon and Karley Frankic as shown in the BF AWP Organizational Chart. Biographies of each team member follow below. Technical assistance and oversight will be performed by a planning consultant with experience in brownfields issues that will be publicly bid according to Port of New Orleans procurement rules through a Request for Proposal (RFP) process.

Emily Federer has been the Environmental Scientist at the Port of New Orleans for more than two years, and is just beginning the role of Port Environmental Services Manager. She has a Master’s of Science in Public Health in Environmental Health Sciences from Tulane University with a focus in Water Quality Management, and a Bachelor of Science in Biology, Chemistry, and Environmental Studies from the University of Wisconsin-Parkside. Humanity and environmental justice motivates her to protect communities’ environmental health through investigations, analysis, mitigation, policy and public awareness. Emily has eight years’ experience working in environment and science fields. She is optimistic about the health of the environment and environmental justice for the necessity of breathing air, drinking water and eating food so all may have equal opportunities to maintain personal health throughout life.

Amelia Pellegrin joined the Port in September 2013, as the Port’s first Environmental Services Manager, and since June 2016 has been the Port’s first Director of Sustainable Development heading Planning, Permitting, Safety, Environmental and GIS. She has 15 years of planning and environmental management experience. Ms. Pellegrin led the development of an ISO 14001 compliant Environmental Management System and manages all environmental compliance and sustainability initiatives for the Port. She is also currently acting project manager for the Port’s 2017 Master Plan, and leading a revision of the Port’s permitting process. Ms. Pellegrin served on the U.S. EPA Ports Work Group federal advisory committee, on the Board of the Traffic and Transportation Club of Greater New Orleans, and as Secretary for the American Association of Ports Authorities Environment Committee. She is a certified planner, with a
Bachelor of Science in Biology from Emory University and a Masters in City Planning and Environmental Policy from MIT.

Karley Frankic joined the Port in 2014 as a Real Estate Development Manager and Policy Planner. She provides leadership in strategic planning, grant acquisitions, project management oversight, and influences regional transportation and land-use activities impacting Port interests. After studying Urban Development and History at the University of New Orleans, Karley served as the manager of a neighborhood redevelopment nonprofit, acquiring, renovating, and developing historic properties in New Orleans for four years. Through this and later work with the New Orleans Notarial Archives Research Center, she developed valuable contacts in city government and the real estate community, and detailed knowledge of local permitting, New Orleans Comprehensive Zoning Ordinance, and historic preservation commissions. Karley established Frankic, Inc. in 2004 to analyze permitting and project zoning needs for developers, contractors, architects, property managers and real estate attorneys, and joined with Green Coast Enterprises in 2009, offering more real estate services focused on sustainable development.

Maggie Cloos came to the port in 2014 after working for several local nonprofits on a variety of community sustainability issues, from tackling blight to improving residential energy efficiency. Since then she has worked on contract administration for the Port’s capital projects. She also chairs the Port’s GIS steering committee, helping to assess the Port’s operational needs and develop strategic objectives. Currently she is completing an M.S. in Geography with a minor in Environmental Science at Louisiana State University, where her research has focused on community engagement in environmental management and participatory GIS. Maggie will soon move into the role of GIS Analyst for the Port, and will assist with GIS and data collection throughout the BF AWP process.

Michelle Ganon, vice president of public affairs with the Port of New Orleans, oversees all external relations and communications efforts for the Port, drawing on extensive strategic communications, government affairs and outreach experience in the public, private and non-profit sectors. While serving as marketing and communications director with the Port of San Diego, Ganon led campaigns that secured unanimous regulatory approval for two complex projects, including an expansion of the San Diego Convention Center and a 535-acre multi-use development on San Diego Bay in Chula Vista. Ganon held top communications roles with two San Diego City Council Presidents, led marketing efforts for the San Diego’s Centre City Development Corporation and directed community outreach for a new middle school for the San Diego Unified School District.

2.b Results or Benefits Expected

Benefits Addressing Community Need: Recovery and adaptive reuse of the Industrial Canal Corridor will provide meaningful economic benefits for residents by providing living wage jobs, increasing household incomes, and reducing poverty, especially for minority residents. New business developments will revive job opportunities for target area neighborhoods, especially those affected by the economic decline of the Industrial Canal within the last 20 years.

Benefits to Human Health and the Environment: Area improvements could enhance community mobility, help mitigate flood risks, increase equity in development, improve public safety, and decrease burdens of diesel particulates and ozone air pollutants. Improvements to the
area can have positive effects on health outcomes on multiple levels – greater economic opportunities could expand access to health care and health insurance; industrial and neighborhood improvements make neighborhoods more attractive and safer, and residents are more likely to spend time outside, improving physical and mental health through physical activity; and health risks associated with exposure to soil, water and air pollutants are reduced.

This project will reduce environmental health and safety threats to marginalized communities. Community input emphasis will help focus energy on preserving the unique culture and rich history target area neighborhoods have cultivated, while providing economic opportunities. Sites that have posed health and environmental risks for decades will be redeveloped, prioritizing community feedback to provide the best possible economic outcomes for historically marginalized residents.

**Measurable Benefits – Economic Development, Infrastructure Reuse, Green Space, Recreational Property or Non-Profit Use:**

- **Economic Development:** The Port will track full-time job creation as brownfields catalyst sites are redeveloped. As implementation of the Area-Wide Plan advances, the Port will measure the number of acres of redeveloped property as sites re-enter productive commerce.

- **Infrastructure Reuse:** As the Port is the owner of the structures and all infrastructure on its properties, beneficial reuse wherever possible is most desirable in reducing construction and demolition costs, and additional environmental burdens that are also associated with new construction. Many brownfield sites have existing sewer, water, drainage and roads that will be fully utilized wherever feasible.

- **Green Space, Recreational Property or Non-Profit Uses:** While the Port has a singular mission of growing commerce and creating jobs, initial input from project supporters and partners include a breadth of desire for alternative uses, including green infrastructure, sidewalks, trails, and bike lanes, in the area-wide plan. Acreage of new green space, green infrastructure and recreational uses will be measured and mapped to GIS as they are implemented. City sites may be identified in the area that are ideal for recreational use.

**Measurable Benefits – Removing Barriers & Advancing Livability Principles:** Low-income, minority communities in target area neighborhoods have historically been environmentally and economically at-risk. In addition to neighborhood projects in the Industrial Canal area, cleanup and redevelopment of Industrial Canal properties would remove barriers to economic productivity by attracting new businesses and visitors, enhancing neighborhood safety, reducing environmental concerns, and advance the HUD-DOT-EPA Livability Principles.

**2.c Approach**

2.c.i. Activities/Tasks/Methodology

All activities and information gathered under this cooperative agreement will be done in a manner that facilitates subsequent assessment, cleanup and redevelopment of the catalyst, high priority brownfields sites.
This work program was developed in close consultation with EPA Region 6 Brownfields Program and EPA’s Office of Brownfields and Land Revitalization as necessary.

**TASK 1. Cooperative Agreement Oversight**

Task 1 activities will include the following:

- The Port will work through its procurement process to release a competitive request for proposals (RFP) to hire a contractor for this project. Proposals will be evaluated, and teams will be interviewed prior to selection.
- Monthly (or more frequent) project calls with EPA project officer
- Attend relevant training and conferences, including:
  - ACRES Training for Grantee Reporting – March 9, 2017; Teleconference
  - EPA QA Training – March 28-30, 2017; New Orleans Regional Planning Commission
  - BF AWP Grantee Training June 6-7, 2017; location TBD
  - December 4-7, 2017 Brownfields Conference in Pittsburgh, PA; and
  - Regional grantee meetings/workshops, possible another all grantee training in 2018 or 2019; locations TBD
- Quarterly reporting into via the BF AWP grantee reporting form in the USEPA Assessment, Cleanup & Redevelopment Exchange System (ACRES) database, when applicable.
- Prepare quarterly reports and final report requirements per grant terms and conditions, work plan deliverables tracking, and financial status reports
- Meet all closeout requirements as per the cooperative agreement terms and conditions

Key task deliverables are expected to be:

- Set up ACRES profile/database for Port NOLA BF AWP Project
- Completion of necessary training
- Ensure financial system with Las Vegas Service Center ASAP is properly set up for BF AWP grant drawdowns
- Financial status reports
- Identify and contract a qualified contractor from RFP respondents

Task will be conducted by:
The Port’s Project Director will conduct this task, with assistance for reporting from the Project Manager and staff team.

**TASK 2. Stakeholder Mapping & Community Outreach Planning**

These activities will be designed to help identify possible reuses for brownfields that will meet community health, environmental and economic development goals. Task 2 activities will include:

- The Port will work with its key partners to map existing and potential stakeholders, and develop a community outreach plan to include the wide range of stakeholders in ongoing communications
• Tactics considered for outreach and community engagement include non-electronic forums such as local arts and cultural platforms and the wealth of New Orleans neighborhood festivals and markets, and other popup events
• This will include developing a project website, utilizing social media, and conducting initial outreach meetings
• An Industrial Canal Corridor Advisory Group (ICCAG) will be formed to represent the various stakeholder interests and target area neighborhoods and provide guidance to the Port and the City throughout the planning process
• ICCAG kickoff meeting will be held in Task 1 to develop the Community Outreach Plan, and it is anticipated that the ICCAG will meet at least quarterly throughout the project period, and following the project period for plan implementation

Key task deliverables are expected to be:
• Formation of Industrial Canal Corridor Advisory Group (ICCAG)
• Project website
• Community Outreach Plan

Task will be conducted by
The Port’s Project Director will lead this task in coordination with the Vice President for Public Affairs, supported by the Port Project Manager, Port Public Affairs, and Port GIS Analyst, and with oversight from the Port QA Manager.

TASK 3. Existing Conditions Research and Documentation
These activities will be designed to identify possible reuses for brownfields that will meet community health, environmental and economic development goals, and help lead to assessment and cleanup of brownfield sites. Task 3 activities will include:

• Lay the foundation for the BF AWP project utilizing known data sources including Port NOLA historic records, university databases, City plans and studies, State environmental records, past environmental assessment reports, and real estate market studies
• ICCAG will aid in identifying additional data sources
• Map compiled data in the Port’s GIS for analysis and visualization throughout the BF AWP process
• Utilize the Kansas State University Technical Assistance for Brownfields (KSU TAB) Brownfields Inventory Tool (BIT) for analysis

Key task deliverables are expected to be:
• Maintainable GIS data map to manage and track changes through the BF AWP Process, in order to create map documents for site planning, future property marketing and/or cleanup funding proposals
• Meaningful database of existing conditions from which changes can be measured as Industrial Canal improvements are made

Task will be conducted by:
The Port’s Project Manager will lead the analytical tasks including all information management, analysis and report writing, under the direction and oversight of the Project Director. The Project
Manager will be heavily supported by the technical consultant in collecting, organizing and mapping existing conditions data, and will coordinate with Port GIS Analysis and QA Manager.

**TASK 4. Community Engagement: Visioning**  
Site reuse planning activities will inform how project area brownfields need to be assessed and cleaned up. Task 4 activities will include:

- Utilize GIS and other data from Task 2 to present the existing conditions and potential for redevelopment in the project area in a series of at least four visioning sessions in the form of charrettes with community (including the Housing Authority’s Residents Councils for the Desire and Florida Housing Developments), industrial, governmental and other stakeholders
- Visioning input will be accessible at charrettes, publicized through partners, ICCAG networks, social media, local radio and print media outlets
- Map and track stakeholder priorities for redevelopment and a shared vision for the corridor’s future
- Identify additional barriers to redevelopment that must be addressed, such as infrastructure failures and workforce availability
- Create pathways toward solutions for redevelopment priorities and barriers

**Key task deliverables are expected to be:**
- Updates to GIS tracking of priorities and redevelopment.
- Future vision maps of the project area short and long-term redevelopment alternatives.

**Task will be conducted by:**
The Port’s Project Director will lead the planning process, supported by Port Project Manager, Port Public Affairs, and Port GIS Analyst, with oversight from the Port QA Manager.

**TASK 5. Catalyst/ Site Reuse and Redevelopment Planning**  
Site reuse planning activities will inform how project area brownfields need to be assessed and cleaned up. Task 5 activities will include:

- Utilize existing conditions data and community visioning input to focus on Florida Avenue Turning Basin and Morrison Yard catalyst sites initially to develop site-specific strategies for investigation, remediation, marketing and redevelopment, including leveraging resources and financing.
- Additional priority sites as identified through Tasks 2 and 3 will be considered for second tier priority and phasing in the redevelopment plan.

**CATALYST SITE 1: Florida Avenue Turning Basin Sections A and B**
Site Address: 4501 North Miro Street, New Orleans, LA 70126
Current Owner: Board of Commissioners of the Port of New Orleans
Acres: 14.7 total
Zoning: Maritime Industrial/Commercial
Access: Adjacent rail, maritime access around the Florida Avenue turning basin, street access to Section A at North Miro Road through Port NOLA facility, street access to sections B at Florida Avenue through flood gate with easy access to Interstate-10.

Sections A and B are two disjointed portions surrounding the Florida Avenue Turning Basin, a deep draft, wider section of the Canal, constructed to allow longer ships to change direction. Property is available on all sides ideal for multi-modal maritime uses that could include roll on/roll off cargo, trans-loading and packaging facilities

SECTION A: Former Namasco Shed (6.4 acres)
This section of the Florida Turning Basin property is approximately 6.4 acres. Since the property was first developed in 1924, it has been used for storage, fabrication and distribution of steel products, conducting operations under various business names. The property was flooded with 4 to 8 feet of water during Hurricane Katrina in August and September 2005. Environmental information from an August 2006 Phase I Environmental site assessment and a July 2015 Asbestos, Material Containing Lead and Additional Environmental Hazards identify asbestos and lead present building materials. This building currently under contract to be demolished, scheduled for completion in July 2017.

SECTION B: Florida Avenue Shed & Laydown Yard (8.3 acres)
The Florida Avenue Laydown Yard is approximately 6.3 acres and the Florida Avenue Shed is on 2 acres on the northwest portion of the Florida Turning Basin. The site operated as a transit shed for breakbulk cargo. Constructed in 1941 and rehabilitated in 1976. The shed was never leased long term to a single entity, but utilized by a variety of stevedores over the decades. It was taken out of service in the mid to late 90's and the wharf and shed were condemned by the Port in 2004, further damaged by Hurricanes Katrina, Gustav and Ike. An unsuccessful offer for was made to the Port for the property as-is May 2009. Contaminants are unknown; no testing documentation or data found.

CATALYST SITE 2: Morrison Yard
Site Address: 7300 Jourdan Road, New Orleans, LA 70126
Current Owner: Board of Commissioners of the Port of New Orleans
Acres: 18.2 acres
Zoning: Industrial
Access: Adjacent rail, berthing on Industrial Canal, street access to Jourdan Road with easy access to Interstate-10.

This site was formerly a facilities maintenance yard prior to September 2005. Most recently it was used for a staging site for sandblasting and repainting nearby floodgates. Six buildings were demolished on the site in 2015 with known asbestos as shown from a December 2013 lead and asbestos survey. It is currently staging debris from the February 2017 tornado in New Orleans East. There is concern that asbestos, lead and other heavy metals may remain in soils.

Key task deliverables are expected to be:
- A written site-specific strategy for investigation, remediation, marketing and redevelopment, including leveraging resources and financing for each of the two identified
BF AWP Catalyst Sites, as a roadmap plan-of-action.

- Prioritize additional identified sites for future reuse and development beyond project period.

**Task will be conducted by:**
The Port’s Project Manager will lead the analytical tasks including all information management, analysis and report writing, under the direction and oversight of the Project Director. The Project Manager will be heavily supported by the technical consultant in collecting, organizing and mapping existing conditions data, and will coordinate with Port GIS Analyst, and QA Manager as well as Port Real Estate Development staff.

**TASK 6. Community Planning: Priorities & Implementation Strategies**

**Task 6 activities include:**

- The Port will partner with the City to facilitate a series of at least four planning forums with stakeholders to prioritize redevelopment strategies and actions based on the existing conditions, community priorities, collective visioning, funding opportunities and resource constraints, and site-specific strategies for the identified catalyst sites.
- Planning forums will utilize existing tools to communicate needs and opportunities with stakeholders, including EPA’s EJScreen for community level data analysis, and the Delta Institute’s Brownfields Marketability Scoring Tool to further prioritize sites for redevelopment.
- As a key partner, the Deep South Center for Environmental Justice (DSCEJ) will assist to conduct in depth environmental justice analysis with neighborhood residents where sites are of particular concern to the surrounding community.

**Key task deliverables are expected to be:**

- A written site-specific community engagement strategy that compliments site-specific strategy in Task 5 and specifically considers community needs and priorities as related to the BF AWP identified catalyst sites and Area-Wide Plan.
- Records of community planning process including public comments.
- Updated community statistics with ability to track changes into the future.
- Documentation of DSCEJ focused neighborhood environmental analysis and plan-of-action for addressing prioritized issues related to BF AWP and catalyst sites.

**Task will be conducted by:**
The Port’s Project Director will lead the planning process, supported by Port Project Manager, Port Public Affairs, and Port GIS Analyst, with oversight from the Port QA Manager.

**TASK 7. Develop Draft and Final BF AWP Document**

The brownfields area-wide plan is the primary grant deliverable. The plan will clearly show how all the activities we conduct and deliverables we produce under this grant relate to our community’s priorities for the project area, the local brownfields conditions, and other existing conditions in the project area (e.g., environmental, social, and health conditions; economic realities/market potential and state of local infrastructure). The plan will recommend specific
cleanup and reuse strategies for the catalyst, high priority brownfields sites(s) based on these community priorities and project area conditions.

The draft brownfields area-wide plan will include proposed reuses for catalyst, high priority brownfield sites (based on tasks 3, 4 and 5) and will identify available versus needed resources to assess, cleanup and reuse brownfields, and to promote area-wide revitalization.

Task 7 activities will include:

- Together, the Port and City, supported by the technical consultant and informed by the ICCAG, will utilize the results of Tasks 3-6 to write the Draft Industrial Canal Corridor Brownfield Redevelopment Plan.
- The Draft Plan will be presented to the ICCAG and then to the public via website and at least two public meetings (determined with guidance from the ICCAG) for comment and dialogue.
- The Plan will build off of existing conditions and community priorities to layout detailed implementation strategies, timelines and funding mechanisms for redevelopment.
- GIS data layers will be used mapping existing conditions, a vision for the future, and site suitability analysis.
- Following a 30 day comment period, the Port will incorporate comments into the final planning document which will be submitted to the Board of Commissioners for approval.
- Celebrating with public event(s) to acknowledge BF AWP document completion and shifting project from planning to plan implementation.
- Working with project partners and the community to identify the specific next steps and action items to be done, and who will do them, upon completion of the plan and this EPA cooperative agreement, possibly establishing a standing committee for implementation.

Key task deliverables are expected to be:

- Printed and electronic distribution of Draft Industrial Canal Corridor Brownfield Redevelopment Plan.
- Compilation of public comments in appendix to BF AWP.
- GIS map data for BF AWP published on program website.
- Final Industrial Canal Corridor Brownfield Redevelopment Plan.

Task will be conducted by:
The Port’s Project Director will lead the plan drafting and development, supported by the technical consultant, Port Project Manager, Port Public Affairs, and Port GIS Analyst, with oversight from the Port QA Manager.

2.c.ii. Schedule/Milestones/Deliverables

TASK 1. Cooperative Agreement Oversight
TASK 2. Stakeholder Mapping & Community Outreach Planning
TASK 3. Existing Conditions Research and Documentation
TASK 4. Community Engagement: Visioning
TASK 5. Catalyst/ Site Reuse and Redevelopment Planning
TASK 6. Community Planning: Priorities & Implementation Strategies
TASK 7. Develop Draft and Final BF AWP Document
## Industrial Canal Corridor Brownfield Area Planning Project: Estimated 24 Month Schedule & Deliverables

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<th>Cooperative Agreement Oversight</th>
<th>Community Outreach &amp; Stakeholder Mapping</th>
<th>Existing Conditions Research &amp; Documentation</th>
<th>Community Engagement: Visioning</th>
<th>Catalyst/ Site Reuse and Redevelopment Planning</th>
<th>Community Planning: Priorities &amp; Implementation Strategies</th>
<th>Develop Draft and Final BF AWP Document</th>
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### Deliverables:

- **Task 1**: Procuring contractor, ACRES profile setup, financial set-up with Las Vegas Service Center, quarterly and final reports, work plan tracking, completed training, financial status reports.
- **Task 2**: Project Description, project website, stakeholder map document, and initial outreach meetings.
- **Task 3**: GIS layers of project area including geo-coded map of existing conditions, known and anticipated environmental issues.
- **Task 4**: Series of visioning meetings will be summarized to capture stakeholder and community priorities for a future redevelopment vision for the corridor.
- **Task 5**: Site-specific strategies for investigation, remediation, marketing and redevelopment, including leveraging resources and financing.
- **Task 6**: A series of public meetings to prioritize redevelopment strategies based on the existing conditions, collective visioning, and site-specific strategies for high priority catalyst sites; provide Draft BF AWP for ICCAG for comment and review.
- **Task 7**: Draft and Final Industrial Canal Corridor Brownfield Plan, incorporating the deliverables of tasks 2-6 into a GIS-based planning document to encourage economic development and partnerships for implementation.
2.c.iii. Program Evaluation
2.c.iii.1. Anticipated Outputs or Outcomes

<table>
<thead>
<tr>
<th>Outputs</th>
<th>Outcomes</th>
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<tr>
<td>• Community Outreach Plan.</td>
<td>• Greater community-level involvement in local planning and economic development.</td>
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<td>• Diverse and inclusive input from ICCAG to all deliverables and the planning process.</td>
<td>• New and enhanced cross-sector relationships and partnerships for implementation.</td>
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<td>• Project website and social media presence.</td>
<td>• Additional funding leveraged for site assessment and cleanup.</td>
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<td>• GIS layers of existing conditions data and documentation.</td>
<td>• Reduced exposure to environmental contamination.</td>
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<td>• Visual and narrative community vision for redevelopment.</td>
<td>• Increased awareness about brownfields, Port NOLA industry and economic significance, and potential redevelopment strategies.</td>
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<td>• Prioritized list of sites for redevelopment.</td>
<td>• Increased understanding of environmental justice concerns and disproportionate health impacts.</td>
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<td>• Prioritized strategies and actions for site redevelopment.</td>
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<tr>
<td>• Visual and narrative Draft Industrial Canal Corridor Redevelopment Plan.</td>
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<tr>
<td>• Visual and narrative Final Plan.</td>
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2.c.iii.2. Measures of Success
The results of the project will be evaluated against these anticipated outputs and outcomes. Project activities, outputs, outcomes, expenditures, schedule, challenges and resolutions will be tracked via the quarterly grant reports to EPA, through use of the BIT and GIS, and through regular informal contact with our EPA Project Officer via email and phone calls. Quantitative measures of success will include numbers of jobs created; number of individuals actively engaged in the process; number of properties and acreage assessed, remediated and returned to commerce, as well as dollars leveraged to do so. Qualitative measures of success include increased understanding about brownfields, redevelopment, and the maritime industry. Intangible measures of success include new and enhanced relationships to improve overall economic and environmental health of the area.

2.c.iv. Reporting
2.c.iv.1 Quarterly Reporting
The Port of New Orleans will complete and submit to EPA quarterly reports, as per the grant terms and conditions, and will also consult with their individual EPA Project Officer on project-specific reporting needs. Quarterly reports will include:

- information on work status, work progress, monitoring activities; difficulties encountered, preliminary results and a statement of activity anticipated during the subsequent reporting period. Narrative update on each work plan task to include
  - community involvement activities held during the reporting period and those expected in the next reporting period;
  - initiation or completion of key project deliverables and milestones (e.g., existing conditions report, market study, infrastructure analysis, project mapping, etc.); and
  - existing, planned or desired partnership and coordination activities with other entities (e.g., report on efforts to coordinate this project with community-based organizations, local, regional, state, tribal or federal agencies, foundations, etc., and briefly explain why these are relevant to this project).
- summary of successes/challenges over the past quarter;
• assistance needed from EPA;
• whether ACRES reporting has been accomplished;
• a discussion of expenditures and financial status for each work plan task, and a comparison of the percentage of the project completed to the project schedule,
• changes in key personnel concerned with the project,
• an explanation of discrepancies, and
• any other information requested through terms and conditions.

2.c.iv.2. Final Cooperative Agreement Technical Report
The Port will complete and submit to EPA a final report documenting project activities over the entire project period. The final technical report will include information as requested per the grant terms and conditions, including but not limited to the following items:

• Project Successes (1-2 paragraph narrative summary of overall project successes and/or site specific successes. Include photos or renderings)
• Project Challenges (1-2 paragraph narrative summary of overall project challenges and/or site specific challenges)
• Lessons Learned and Best Practices (e.g., new/unique/standard approaches that really made a difference for your project, materials/approaches developed that are transferable to other communities; opportunities for sharing information, etc.)
• Partnering and Leveraging: Identify significant partnering with other organizations, source and amount of leveraged resources, and any resources leveraged to continue the project after the expiration of the brownfields grant,
• ACRES reporting information,
• Work plan Accomplishments: Provide a summary of accomplishments for each of the grant workplan tasks, and explain why any tasks were not completed (or not completed as anticipated). Include any supporting documents, deliverables or summaries not previously provided.
• Budget: Provide a budget table that compares total budgeted amounts and total amounts spent. Include an analysis and explanation of cost overruns or high unit costs. Identify whether any funds will be returned to EPA.

2.c.iv.3. Final Brownfields Area-Wide Plan
In addition to final technical report, the Port will complete and submit to EPA a final Brownfields Area-Wide Plan, as described in this work plan (Task 7) and in accordance with the grant terms and conditions. The final brownfields area-wide plan will tie together the BF AWP activities and deliverables included in this work plan, and will describe the Port’s process.

2.d. General Project Information
2.d.i. Data to be Collected and Maintained
Anticipated data collection includes assimilation of existing environmental and historical data for port-owned property in the project area, economic and demographic data for the project area, and public input data from the planning process.
2.d.ii. Coordination Activities with Other Grants, Government and Non-Government Projects/Programs
The Port will coordinate BF AWP efforts with the EPA’s Environmental Justice Pilot Project for Ports and Near-Port Communities, supporting goals to improve environmental and public health outcomes for communities, and to improve environmental performance at ports with emphasis on enhancing efficiency and resiliency of port infrastructure. This project supports success in partnership building by equipping industry and community stakeholders with information, skills and guidance to effectively develop and implement collaborative actions leading to shared prosperity and better quality of life conditions.

This project’s success and implementation beyond the grant period will draw on the expertise and assistance from existing partnerships with the following key organizations. Letters of commitment have been provided from these key partners further detailing their roles and responsibilities, all of which are already actively working with Port NOLA on significantly related projects.

1. **City of New Orleans Office of Resilience & Sustainability:** The City will play a key role in the planning process as it relates to city jurisdiction, city infrastructure, neighborhood engagement, city housing plans and economic development priorities, building on Port-City collaborative planning efforts.
   Contact: Jeff Hebert, Chief Resilience Officer, 504-658-4401, jhebert@nola.gov

2. **Regional Planning Commission (RPC):** As the Metropolitan Planning Organization, the RPC and Port NOLA have a long history of working together on many fronts to address transportation, development and environmental issues. The RPC will provide technical assistance related to transportation infrastructure and Brownfield assessment and redevelopment (including environmental assessment of key sites as funding permits) as well as actively participate in the planning process.
   Contact: Rebecca Otte, Environmental Programs Director, 504-483-8513, rotte@norpc.org

3. **Deep South Center for Environmental Justice (DSCEJ):** This non-profit organization will continue to partner with the Port throughout the planning process by engaging target area neighborhoods and communicating environmental justice priorities.
   Contact: Dr. Beverly Wright, Executive Director, 504-782-8989, bwright@dillard.edu

4. **Louisiana Department of Environmental Quality (LDEQ):** As the state regulatory agency, LDEQ provides technical assistance and direct support for permitting and compliance needs. LDEQ is already working with the Port on multiple brownfield projects in the Project Area.
   Contact: Duane Wilson, Brownfields Coordinator, 225-219-2966, duane.wilson@la.gov

3. **QUALITY ASSURANCE**
Prior to undertaking any activity that uses existing environmental data, the Port will consult with the EPA Regional project officer to determine if the Port will need a Quality Assurance Project Plan (QAPP). The EPA Region 6 office will determine if a QAPP is required, based on the activities described in this work plan. If required, the Port will prepare and submit a QAPP which meets with the approval of the EPA (Region 6). The EPA Region 6 may require that QAPP elements include describing the environmental data to be considered acceptable, how these data
are to be used, and sufficient criteria and controls to ensure only data of adequate quality are used to meet project objectives. If required, the QAPP must be approved prior to the Port conducting any work related to the use of the existing environmental data.

Generating environmentally related measurements or data is not anticipated to be performed by the Port as part of this grant.

4. **BUDGET**
Cooperative Agreement Funding: $200,000

4.a. **Budget Description**

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<td>Total</td>
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* EPA defines equipment as an individual item that costs $5000 or more. Items costing less than $5000 are considered supplies.

4.b. **Budget Narrative** for all tasks/cost elements

Port NOLA will be the grant recipient and will lead and manage all aspects of the project, including the community engagement process, oversight of the technical consultant, participation of key partners, and reporting to EPA. Expenditures and outputs will be tracked via the quarterly grant reports to EPA, with internal controls and progress checks on expenditures through Port NOLA’s Accounting and Internal Audit departments. The proposed budget detailed in seven tasks utilizes one quarter of the funds for Port staff hours, a small allocation for planning and meeting supplies, and remaining funds for a technical consultant to be procured competitively through the Port’s state and federally approved procurement process, and in accordance with EPA requirements.

The Port’s Project Manager will lead the analytical tasks and the planning process, supported by the technical consultant and port staff, and under the direction of the Project Director. This will not be a consultant-driven process. It is estimated that in addition to the 1,050 hours of Port staff time included in the proposed budget ($42,000), Port staff involvement in the project through in-kind
hours will be at least another 1,250 hours. Including fringe benefits, this equates to an estimated $92,000 in labor leveraged by the Port.

Task 1: Cooperative Agreement Oversight ($13,371): The budget includes $5,371 for personnel salary and fringe benefits, plus $8,000 in funds for mandatory travel to workshops, conferences, and training – this assumes an average of $1000 for airfare, hotel and incidentals for 8 trips, including those listed below:
- 2 attendees to Spring 2017 BF AWP grantee kick-off meeting (location: TBD)
- 2 attendees 2017 Brownfields Conference (Dec 4-7 in Pittsburgh, PA)
- 1 attendee each to Region 6 grantee meetings/workshops, etc (2 during grant period)
- 2 attendees to fall 2018 mid-project training meeting for BF AWP grantees (location: TBD)

Task 2: Stakeholder Mapping and Community Outreach ($2,687): In this Task, the Port will work with its key partners to map existing and potential stakeholders, and develop a community outreach plan to include the wide range of stakeholders. Tactics considered for outreach and community engagement include non-electronic forums such as local arts and cultural platforms and the wealth of New Orleans neighborhood festivals and markets, and other popup events. This will include developing a project website, utilizing social media, and conducting initial outreach meetings. An Industrial Canal Corridor Advisory Group (ICCAG) will be formed to represent various stakeholder interests and target area neighborhoods to provide guidance to the Port and the City throughout the planning process. A kickoff meeting of the ICCAG will be held in Task 1 to develop the community outreach plan. This task budget includes $2,687 for Port NOLA staff hours and fringe benefits.

Task 3: Existing Conditions Research and Documentation ($70,741): There is a wealth of environmental, social and economic data regarding the Industrial Canal Corridor and the target area neighborhoods, but to date no comprehensive effort exists to compile and synthesize the data. This task will lay the foundation for the planning project and is critical for technical consultant involvement. Known data sources include Port NOLA historic records, university databases, City plans and studies, State environmental records, past environmental assessment reports, and real estate market studies. The ICCAG will aid in identifying additional data sources. The compiled data will be mapped in the Port’s GIS for analysis and visualization throughout the planning process. This task will also utilize the KSU TAB Brownfields Inventory Tool (BIT), which is free and user-friendly, available at www.ksutab.org. This is anticipated to be the most time intensive task for both the Port and the technical consultant because of the volume of data and sources to analyze and compile. This task includes $10,741 in Port staff hours and fringe benefits and $60,000 for the technical consultant.

Task 4: Community Engagement: Visioning ($18,880): Utilizing GIS data mapped and compiled in Task 3, the Port will conduct a series of visioning sessions with community (including the Housing Authority’s Residents Councils for the Desire and Florida Housing Developments), industrial, governmental and other stakeholders to present the existing conditions and potential for redevelopment in the project area. These visioning sessions will be in the form of participatory charrettes at local culturally important venues as identified through the ICCAG, and will also be accessible for online survey input through the project website and publicized through partner and ICCAG networks. The results will be a better understanding of stakeholder priorities for
redevelopment and a shared vision for the future of the corridor. These sessions will also add to the data collected in Task 2 to enhance the existing conditions foundation, as well as identify additional barriers to redevelopment that must be addressed, such as infrastructure failures and workforce availability. This task includes $300 for public meeting visual supplies and handouts, $3,580 in Port staff hours, and $15,000 for the technical consultant.

**Task 5: Catalyst/ Site Reuse and Redevelopment Planning ($30,371):** Utilizing the existing conditions data and community visioning input, the project team will focus on the Florida Avenue Turning Basin and Morrison Yard catalyst sites initially to develop site-specific strategies for investigation, remediation, marketing and redevelopment, including leveraging resources and financing. Additional priority sites as identified through Tasks 2 and 3 will be considered for second tier priority and phasing in the redevelopment plan. This task includes $5,371 in Port staff hours and fringe benefits, and $25,000 for the technical consultant.

**Task 6: Community Planning: Priorities & Implementation Strategies ($53,671):** This task includes organizing a series of at least four planning forums with stakeholders to prioritize redevelopment strategies and actions based on the existing conditions, community priorities, collective visioning, funding opportunities and resource constraints, and site-specific strategies for high priority catalyst sites. The Port will partner with the City to facilitate these planning forums, utilizing existing tools to communicate needs and opportunities with stakeholders, including EPA’s EJScreen for community level data analysis, and the Delta Institute’s Brownfields Marketability Scoring Tool to further prioritize sites for redevelopment. Where sites are of particular concern to the surrounding community a key partner, The Deep South Center for Environmental Justice, will conduct more in depth environmental justice analysis with neighborhood residents. This task includes $300 for public meeting visual supplies and handouts, $5,371 in Port staff hours and fringe benefits, and $30,000 for the technical consultant.

**Task 7: Develop Draft and Final BF AWP Document ($28,279):** The Port and the City, supported by the technical consultant and informed by the ICCAG, will utilize the results of Tasks 2-5 to write the *Draft Industrial Canal Corridor Brownfield Redevelopment Plan*. The Draft Plan will be presented to the ICCAG and then to the public via website and at least two public meetings (determined with guidance from the ICCAG) for comment and dialogue. The Plan will build off of existing conditions and community priorities to layout detailed implementation strategies, timelines and funding mechanisms for redevelopment. GIS data layers will be used mapping existing conditions, a vision for the future, and site suitability analysis. Following a 30 day comment period, the Port will incorporate comments into the final planning document which will be submitted to the Board of Commissioners for approval. This task includes $2,000 in supplies for draft and final Plan production and distribution, $8,879 in Port staff hours and fringe benefits, and $17,400 for the technical consultant.

5. **PRE-AWARD COSTS** – NOT APPLICABLE.

6. **LEVERAGING**
EPA expects the Port to make the effort to secure the leveraged resources described in their cooperative agreement proposal. The Port is expected to abide by their proposed leveraging commitments during the EPA grant performance period; failure to do so may affect the legitimacy of the award.
Port NOLA is committed to sustainable development solutions that engage not just the maritime industry and freight stakeholders, but the communities we border and the workers that earn their living at the Port. The Port is heavily invested in the success of this project. In addition to at least $92,000 of in-kind staff labor (1250 hours at $40/hour plus fringe benefits) leveraged to implement this project, the Port also pledges to continue capital spending on projects to benefit the Project Area. The Port has expended over $200,000 on industrial canal property environmental assessments and remediation projects in recent years. Further, approximately $3.1 million – more than one third of the Port’s annual capital program – is dedicated for much needed improvements for aging Industrial Canal infrastructure, including France Road paving and St. Claude Bridge repairs (budget permitting). The Port is continuously pursuing federal and state funding for the backlog of critical infrastructure maintenance and construction.

Many of these improvements in the Project Area that are planned or underway are being completed in partnership with the RPC. RPC is committed to providing brownfields assessments and technical assistance to this project. The Port and RPC have already been working to secure access agreements for future assessment work. For remediation of City properties within the Project Area, the City’s Brownfield Cleanup Revolving Loan Fund is another potential source of funding for plan implementation.

As a self-funded state agency with a state-mandated mission of increasing trade and commerce, the Port does not have the ability to spend its limited dollars on community-involvement and planning projects. This EPA grant funding will enable the Port to conduct a stakeholder process to create a plan that is responsive to economic, environmental and community needs of the target area neighborhoods, providing lasting benefits for the region.

Additionally, since the time of the original grant proposal, the Port has since commenced the process to demolish the dilapidated Namasco Shed on Catalyst Site 1. This was publicly bid and the contractor was given the notice to proceed in early March. Also important to note – the Seabrook Bridge is currently in a state of emergency repair and costs for rehabilitation recently came in at almost $5 million. This will significantly impact the Port’s ability to fund small projects in the project area – which makes the leveraging component of this project even more important.