



Commercial Place, Suite 1320, Norfolk, Virginia 23510

**APPLICATION FOR USEPA'S BROWNFIELD ASSESSMENT COALITION GRANT
NOFO No. EPA-OLEM-OBLR-25-05 / Assistance Listing No. 66.818
Section 4.B – Application Information Sheet**

January 28, 2026

1. Applicant Identification

Eastern Virginia Regional Industrial Facility Authority
3 Commercial Place, Suite 1320
Norfolk, Virginia 23510

2. Website URL:

- EVRIFA: <https://hamptonroadsalliance.com/evrifa>
- City of Hampton: <https://www.hampton.gov>
- City of Newport News: <https://www.nnva.gov>
- York County: <https://yorkcounty.gov>

3. Funding Requested

- | | |
|------------------------------------|----------------------------------|
| a. <u>Assessment Grant Type:</u> | Assessment Coalition Brownfields |
| b. <u>Federal Funds Requested:</u> | \$1,500,000 |

4. Location:

The non-lead members are the City of Hampton, City of Newport News, and York County, Virginia. The Coalition localities are located within the Virginia Peninsula and South Hampton Roads metropolitan area, generally bounded by the York River to the north, Chesapeake Bay to the east, James City County to the west, and the City of Chesapeake, Isle of Wight County, and City of Franklin to the south.

5. Coalition Members' Target Areas and Priority Site Information:

- Target Area and Census Tract/Town/City of Target Area

EVRIFA (lead member)

Blue Highway (King Creek / York River) / Rt 17 corridors

Census Tract 51199050900, York County, VA

Address: King Creek Commerce Park, 1801 Penniman Road, York County, VA

City of Hampton, VA (non-lead member):

Blue Highway (Chesapeake Bay) / Rt 17 (6 miles) / Rt 60 (2 miles) corridors

Census Tract 51650011200, Hampton, VA

Address: 28-38, 48, and 52 Water Street, Hampton, VA

City of Newport News, VA (non-lead member):

Rt 143 / Rt 17 corridors

Census Tract 51700032113, City of Newport News, VA

Address: Camp Patrick Henry, 900 Bland Boulevard, Newport News, VA

York County, VA (non-lead member):

Blue Highway (York River) / Rt 17 corridors

Census Tract 51199050401, York County, VA

Address: Plains Marketing, L.P., 2201 Goodwin Neck Road, York County, VA

6. Contacts

a. Project Director / AOR

Steve Harrison

Chief Operating Officer, EVRIFA

3 Commercial Place, Suite 1320

Norfolk, VA 23510

Phone: 757-893-2023

Email: sharrison@hamptonroadsalliance.com

b. Chief Executive/Highest Ranking Elected Official

Doug Smith

President & CEO, Hampton Roads Alliance

3 Commercial Place, Suite 1320

Norfolk, VA 23510

Phone: 757-664-2620

Email: dougsmith@hamptonroadsalliance.com

7. Population

US Census Bureau, 2023 (ACS 5-Year Estimate):

- City of Hampton: 137,334
- City of Newport News: 184,774
- York County: 70,590

8. Other Factors Checklist:

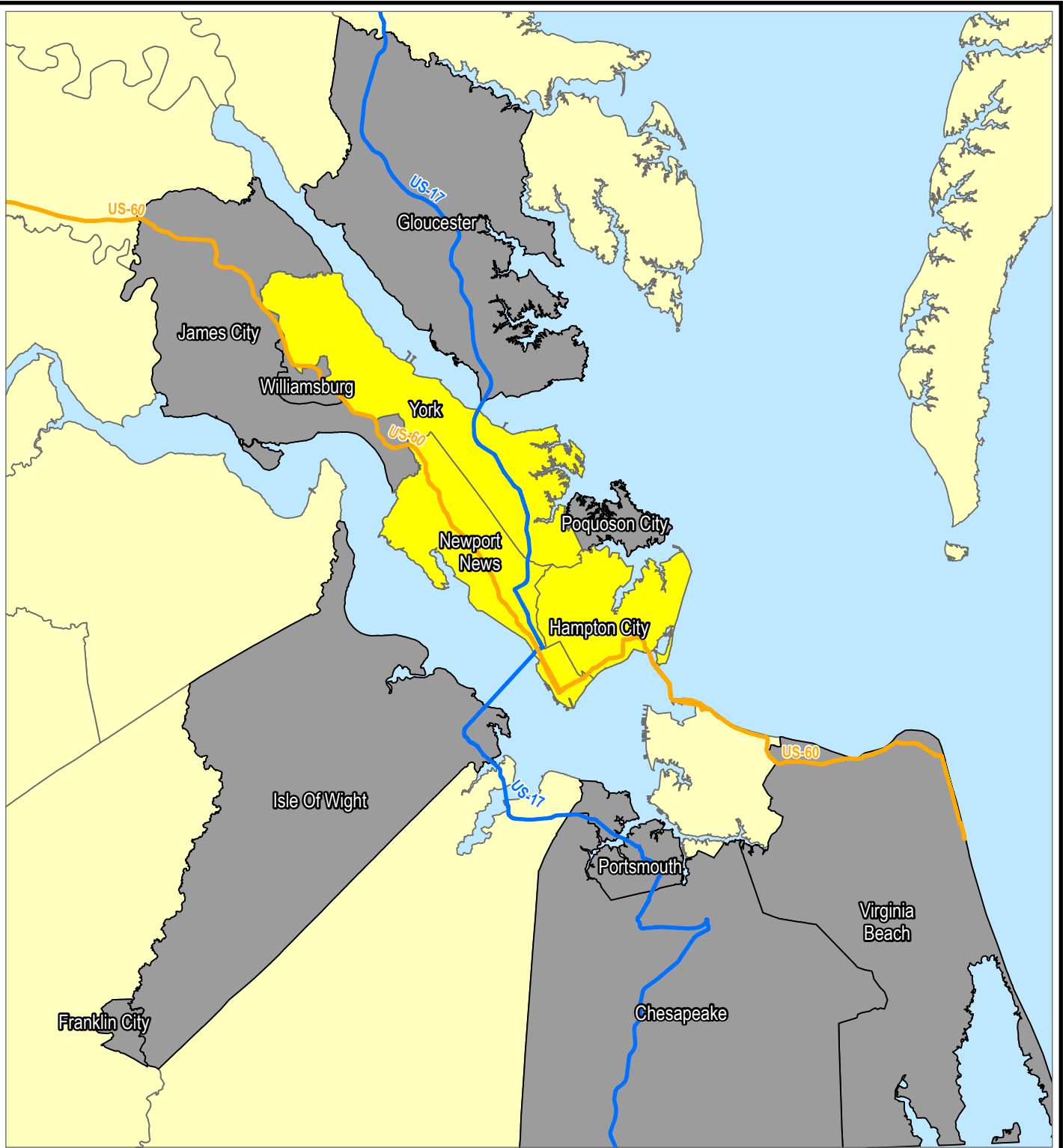
Narrative Page Numbers are noted below to each of the applicable factors.

Other Factors	Page #
Community population is 15,000 or less.	N/A
The applicant is, or will assist, a federally recognized Indian Tribe or United States Territory.	N/A
The priority site(s) is impacted by mine-scarred land.	N/A
The priority site(s) is adjacent to a body of water (i.e., the border of the priority site(s) is contiguous or partially contiguous to the body of water, or would be contiguous or partially contiguous with a body of water but for a street, road, or other public thoroughfare separating them).	Yes, Pgs. 1, 2, 3, 5 Sect 1.b + 1.c. + 1.f. KCCC Plains Water St.
The priority site(s) is in a federally designated flood plain .	Yes, Pgs. 2, 3 Sect 1.c. Plains Water St.
The reuse of the priority site(s) will facilitate renewable energy from wind, solar , or geothermal energy.	Yes, Pgs. 3, 5 Sect 1.c. + 1.f. KCCC (solar)
The reuse of the priority site(s) will incorporate energy efficiency measures.	Yes, Pg. 5 Sect 1.f. KCCC
The proposed project will improve local resilience to the impacts of extreme weather events and natural disasters .	Yes, Pg. 5 Sect 1.f. Water St.
At least 30% of the overall project budget will be spent on eligible reuse/area-wide planning activities , as described in Section 3.A.(2), for priority sites within the target areas.	Yes, Pg. 9 Sect 3.e.
The target area(s) is impacted by a coal-fired power plant that has recently closed (2015 or later) or is closing.	N/A

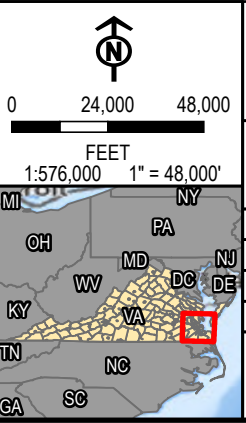
9. Letter from the State Environmental Authority: Attached

10. Releasing Copies of Applications: N/A

COORDINATE SYSTEM: LAMBERT CONFORMAL CONIC VIRGINIA; MAP ROTATION: 0
 - SAVED BY: MJAGOE ON 1/22/2026, 09:37:00 AM; FILE PATH: T:\1-PROJECTS\SPOTSYLVANIA_COUNTY_VA\1708485_EPA_BROWNFIELDS_GRANTS2-APRX\EPA_BROWNFIELDS_GRANTS.APRX; LAYOUT NAME: FIGURE 1



- EVRIFA MEMBERS
- HAMPTON ROADS BROWNFIELDS COALITION



USEPA'S BROWNFIELDS ASSESSMENT COALITION GRANT

HAMPTON ROADS COALITION BROWNFIELDS PROGRAM, VA

DRAWN BY: M. JAGOE
 CHECKED BY: T. LAUGHLIN
 APPROVED BY: T. LAUGHLIN
 DATE: JANUARY 2026

PROJ. NO.: 708485.9990

FIGURE 1

BASEMAP: ESRI
 DATA SOURCES: TRC, VDOT



1030 WILMER AVE
 STE. 100
 RICHMOND, VA 23227
 PHONE: 804.264.2228



Commonwealth of Virginia

VIRGINIA DEPARTMENT OF ENVIRONMENTAL QUALITY

www.deq.virginia.gov

David L. Bulova
Secretary of Natural and Historic Resources

Michael S. Rolband, PE, PWD, PWS Emeritus
Director

January 21, 2026

Steve Harrison
Hampton Roads Alliance
3 Commercial Place, Suite 1320, Norfolk, VA 23510

VIA ELECTRONIC MAIL

Subject: Acknowledgement and Support – Hampton Roads Coalition Brownfields Program
FY2026 USEPA Brownfield Assessment Coalition Grant
EPA-OLEM-OBLR-25-05

Dear Mr. Harrison,

The Virginia Department of Environmental Quality (DEQ) is in receipt of your request for support for the above-referenced EPA Brownfields Grant application. DEQ understands that the Eastern Virginia Regional Industrial Facility Authority (EVRIFA), City of Hampton, City of Newport News, and York County intend to pursue this EPA Brownfields grant as a Coalition, collectively referred to as Hampton Roads Coalition Brownfields Program. EVRIFA is a regional governmental authority eligible for EPA Brownfields funding and will serve as the lead coalition member, while the two Cities and County shall serve as non-lead coalition members. The request will be for an EPA Brownfields Assessment Coalition Grant.

This grant, if awarded, will assist the Hampton Roads Coalition to build-on redevelopment efforts within broader community revitalization efforts. It is our understanding that EVRIFA has identified multiple sites where Brownfields funding will support necessary environmental assessment and planning activities. These sites are primarily focused on areas along the U.S. Route 17, U.S. Route 60, and U.S. 143 corridors. Each priority site has been chosen to advance current and anticipated revitalization plans in strategic areas to the local governments. Addressing the environmental conditions and redevelopment considerations for these sites assists the localities in creating job opportunities, improving community investment, and addressing areas of blight.

The DEQ Brownfields program is pleased to offer our support for this grant proposal. DEQ has provided Brownfields technical assistance along with site assessment and planning support using State Brownfields funding to communities within the Hampton Roads region. It is our sincere hope that this EPA proposal will be successful, and that the Hampton Roads Coalition will be

Acknowledgement and Support – EVRIFA
FY2026 USEPA Brownfields Assessment Coalition Grant
EPA-OLEM-OBLR-25-05

able to continue leveraging funds to stimulate economic development and revitalization within the region.

For any questions regarding this letter, please contact me at karen.weber@deq.virginia.gov or 804-432-7790.

Sincerely,

Digitally signed by: Weber Karen
zdm78982
DN: CN = Weber Karen
zdm78982 OU = COV-Users,
E = k-weber@deq.virginia.gov
Date: 2026.01.21 16:18:48 -05'00'

Karen Weber, P.G.
Brownfields Coordinator

cc: Cortney Marquette – DEQ-CO

APPLICATION FOR USEPA’S BROWNFIELD ASSESSMENT COALITION GRANT
NOFO No. EPA-OLEM-OBLR-25-05 / Assistance Listing No. 66.818
APPLICATION - 4.C – Narrative / Narrative Criteria
January 28, 2026

1. PROJECT AREA DESCRIPTION AND PLANS FOR REVITALIZATION

Coalition Members, Target Areas, and Brownfields - 1.a. Coalition Members - The Eastern Virginia Regional Industrial Facility Authority (EVRIFA), City of Hampton (CH), City of Newport News (CNN), and York County (YC) are a Coalition of entities collectively referred to as **Hampton Roads Coalition Brownfields Program** or simply, **“Hampton Roads.”** EVRIFA serves as the **lead coalition member**, while the two Cities and one County serve as **non-lead coalition members**. EVRIFA is a Regional Council established under governmental authority or group of General Purpose Units of Local Government established under Federal, State, or local law (e.g., councils of governments) to function as a single legal entity with authority to enter into binding agreements with the Federal Government and eligible for EPA Brownfields funding. It was formed pursuant to the Virginia Regional Industrial Facilities Act, Chapter 64, Title 15.2, Section 15.2-6400 et seq., Code of Virginia (1950, as amended). These localities are located within the Virginia Peninsula and South Hampton Roads metropolitan area, generally bounded by the York River to the north, Chesapeake Bay to the east, James City County to the west, and the City of Chesapeake, Isle of Wight County, and City of Franklin to the south. While the non-lead coalition members are local governments with jurisdiction over numerous brownfield sites, they **lack the capacity to independently apply for and manage an EPA Brownfields Grant**. Specifically, these jurisdictions face financial constraints, limited staffing, and insufficient technical expertise to manage brownfields grant compliance, environmental assessments, remediation planning, procurement, and reporting requirements. Many of these localities do not have dedicated environmental staff or the financial flexibility to retain qualified environmental consultants or cover upfront costs necessary to leverage Brownfields funding. As a result, the non-lead members have **limited access to EPA Brownfields Grant resources** and are unable to effectively assess and revitalize brownfield sites on their own, despite the prevalence of such sites throughout the region. **EVRIFA addresses this gap by providing centralized grant management, technical oversight, and regional coordination on behalf of its member localities**, through its established partnerships between public entities and private industry. EVRIFA is **unique in its ability to share tax revenues among member localities** that jointly invest in redevelopment projects, thereby promoting regional cooperation, reducing individual financial risk, and strengthening the economic base of all participating communities. **This cooperative model allows EVRIFA and its non-lead members to more effectively address brownfield challenges and advance sustainable redevelopment across the Hampton Roads region.**

1.b. Overview of Brownfield Challenges and Description of Target Areas - **The primary target areas for Hampton Roads are the York River, James River, and Chesapeake Bay shorelines (Blue Highway corridor) and U.S. Route 17, U.S. Route 60, U.S. Route 143 corridors, key gateway routes for Hampton Roads, its counties, and cities.** These corridors traverse the Virginia Peninsula, from City of Hampton in the east, through Gloucester County in the north and James City County in the west, and continue south into Chesapeake. Addressing the environmental conditions and redevelopment considerations for these sites assists the localities in creating job opportunities, improving community investment, and addressing areas of blight. The following Target Areas have been identified by each coalition member to address brownfield challenges in their respective geographic areas:

EVRIFA + YC - Route 17 corridor / Blue Highway corridor. A key target area for EVRIFA, as the lead coalition member, is a concentration of industrial and commercial properties located along the Route 17 (George Washington Memorial Highway) corridor in York County, particularly sites that provide access to or are influenced by proximity to the York River. These areas fall within York County’s primary north–south transportation and economic corridor and include older, under-utilized industrial parcels that have experienced disinvestment due to real or perceived environmental contamination, aging infrastructure, and redevelopment constraints. For York County (YC) as a non-

lead coalition member, focused grant activities will target industrial and commercial sites within its jurisdiction along the Route 17 corridor that are affected by similar brownfield challenges, including limited site information, environmental uncertainty, and infrastructure limitations that hinder private investment. These challenges negatively impact economic development, restrict access to the York River's transportation and tourism assets, and limit the corridor's ability to support job creation and revitalization. The Route 17 corridor has been identified through local and regional planning efforts as a priority area for revitalization due to transportation capacity and safety concerns, the presence of older and under-utilized properties, and the need for coordinated public investment to support redevelopment. EPA Brownfields grant funding will directly address these challenges by supporting environmental site assessments, redevelopment planning, and community engagement, reducing uncertainty for property owners and developers and positioning these target areas for reinvestment that leverages the economic and environmental value of the York River.

CH - Route 17 + Route 60 / Blue Highway corridor. A key target area for CH, as a non-lead coalition member, is 28-38, 48 and 52 Water Street, which is located in close proximity to the Route 17 (6 miles) and Route 60 (2 miles) corridors and adjacent to Mill Creek, a tributary to the Chesapeake Bay (Blue Highway corridor). The proposed grant activities focus on the Water Street target area in historic Phoebus. This privately owned deep-water waterfront site was used for decades as a fishing vessel landing port and may be impacted by contaminated soils and sediments from fuel, antifouling paints, heavy metals, and other pollutants, limiting redevelopment, and negatively impacting residents. EPA Brownfields funding will support environmental assessments and planning to address these challenges and advance reinvestment consistent with the Phoebus Master Plan, which promotes walkable mixed-use development, historic preservation, and waterfront-oriented economic growth.

CNN - Route 143 (Patrick Henry Corridor). A key target area for CNN, as a non-lead coalition member, is the Jefferson Avenue (Route 143) corridor, including the Patrick Henry Corridor, a major commercial and economic district anchored by Patrick Henry Mall, Air Commerce Park, and Patrick Henry Commer Center. This corridor serves as a backbone for local and regional traffic, commercial activity, and industrial operations. Portions of Jefferson Avenue, including areas near the Historic Camp Patrick Henry, contain under-utilized industrial and commercial properties with environmental uncertainties, aging infrastructure, and other brownfield challenges that have limited private investment and economic growth. Targeted areas include adjacent commercial and light-industrial properties along nearby feeder streets and parcels within the corridor's influence, where environmental conditions and site constraints have similarly impeded redevelopment. These challenges affect economic activity, job creation, and access to regional transportation and commercial assets. EPA Brownfields grant funding will address these challenges by supporting environmental site assessments, reuse planning, and community engagement, providing the information and resources necessary to reduce redevelopment uncertainty, leverage investment, and revitalize key properties within both lead and non-lead coalition areas. These efforts will help reconnect the corridor to CNN's broader economic fabric and catalyze long-term redevelopment and job growth.

1.c. Description of the Priority Brownfield Sites - In alignment with regional strategy and based on community needs, Hampton Roads has identified a priority site in each coalition member's target area with the potential to become transformative revitalization assets.

EVRIFA - King Creek Commerce Center (KCCC) (Route 17 corridor / Blue Highway corridor). A high-priority catalyst site for EVRIFA near Route 17 is the KCCC, located at 1801 Penniman Road in YC, Virginia. The site encompasses approximately 430 acres and is **bound to the east by King Creek, with direct access to the York River (federally designated flood plain)**. Formerly a U.S. Navy fuel depot, the property was acquired by the Commonwealth of Virginia in 2001 and later by EVRIFA in 2021, at which time development planning began. Environmental investigations conducted by the Navy confirmed the presence of approximately twenty (20) below-grade, 2-million-gallon fuel storage tanks containing residual petroleum products, including #1, #2, and #6 fuel oil, kerosene, gas oil, and aviation fuel. While this site has tremendous redevelopment potential due to its location and other features, these legacy environmental conditions have made potential developers hesitant. Through Hampton Roads' community-focused approach, redevelopment of KCCC is expected to stimulate economic growth and enhance

quality of life in the region. For example, about 250 acres of the KCCC have been selected for a **proposed solar farm**. EVRIFA has unrestricted access to the site, which is located near sensitive veteran populations associated with the adjacent U.S. Naval Weapons Station Yorktown. The surrounding area has higher-than-average unemployment rates and poverty levels. This property is business ready site program certified, but legacy environmental issues make potential purchasers hesitant.

CH - Route 17 + Route 60 / Blue Highway corridor. A high visibility target site for CH along the Blue Highway corridor is the 28-38, 48 and 52 Water Street, Hampton, VA site, in the historic Phoebus Master Plan (adopted 2013) area. This primary brownfield site is a **3-acre waterfront property** that includes an overwater fish landing and refrigeration structure and a deteriorated ship's store, with a 4,000-square-foot office building in fair condition but vacant for approximately one year. Portions of the site lie within **FEMA Coastal Zones A and AE, requiring adherence to coastal development regulations (federally designated flood plain)**. This site is prioritized for assessment and reuse due to its strategic waterfront location, historic maritime use, structural deterioration, and potential for residential, commercial, hospitality, or marine research development. The property may be impacted by legacy contamination, including fuel, oil, antifouling paints, heavy metals, and organic pollutants in water and sediments, which can bioaccumulate in marine life. Proximity to a highway adds stormwater runoff impacts: hydrocarbons, metals, road salt, and sediment, affecting soils, groundwater, and aquatic ecosystems. These historic and ongoing impacts may have caused long-term habitat degradation, altered shorelines, and reduced ecological health, limiting safe redevelopment opportunities. This site is prioritized based on environmental risk, redevelopment readiness, and potential contribution to community revitalization. EPA Brownfields grant funding will support environmental assessments, planning, and community engagement, reducing uncertainty for the property owner and developers, addressing public health and ecological concerns, and positioning all target sites for reuse consistent with the Phoebus Master Plan's goals of mixed-use development, historic preservation, and waterfront-oriented economic growth.

CNN - Historic Camp Patrick Henry (CPH)(Route 143 (Patrick Henry Corridor). CNN has identified its initial priority site along the Patrick Henry Corridor, as CPH generally located at 900 Bland Boulevard, Newport News, Virginia. CPH, now encompassing the Newport News/Williamsburg International Airport and surrounding areas, is part of several active and planned redevelopment initiatives. Much of this former U.S. Army installation is occupied by the airport that is engaged in long-range planning and growth guided by a One City, One Future 2040 Comprehensive (adopted 2018) 20-year master plan focused on infrastructure improvements, aviation support, and expanded economic activity. These efforts include plans to grow the Air Commerce Park with additional corporate hangars, aviation-related business space, and facilities for manufacturing and advanced mobility. Beyond the airport itself, the surrounding Patrick Henry Corridor is being promoted by the Newport News Economic Development Authority as a mixed-use commercial and industrial hub, incorporating retail, office, and specialized facilities that capitalize on proximity to the airport. Routine environmental monitoring and standard redevelopment environmental assessments are typical for old military and airport lands, and occasionally small, localized issues may be found. CNN has unrestricted access to the site, which is located near sensitive veteran and civilian populations in the Bland and Washington neighborhoods. These areas are characterized by low median household incomes, low median property values, low unemployment rates, and higher-than-average poverty levels. CNN plans to expand the Air Commerce Park and redevelop the broader area around the Patrick Henry corridor.

YC - Plains Marketing, L.P. (Route 17 corridor/York River). YC has identified its initial priority site near Route 17, and **adjacent to the York River (federally designated flood plain)**, as the Plains Marketing, L.P. Yorktown Facility, located at 2201 Goodwin Neck Road in Yorktown, Virginia. The energy/industrial property comprises approximately 855.49 acres across 42 parcels and features nearly six miles of waterfront along the York River and Back Creek. Historically operated as a bulk oil terminal, the facility experienced multiple ownership and operational changes, with refining operations ceasing in 2010. The site continued to function as a fuel storage and distribution terminal utilizing rail and river access until transitioning to caretaker status in 2024. Documented residual impacts include lead, arsenic, benzene, toluene, ethylbenzene, xylenes, naphthalene, and related compounds. Upon full

characterization and management of these impacts, YC anticipates redevelopment of the site as a defense efficiency and production center, supporting long-term economic development. The owner will provide access to the site, which is located within several miles of sensitive veteran populations with low unemployment rates and higher than average poverty levels. YC anticipates a defense efficiency and production center at this location once residual impacts have been identified and addressed through this grant.

1.d. Identifying Additional Sites - Hampton Roads will identify additional sites for eligible Brownfields activities through a comprehensive Brownfields Assets and Needs Study. This process will: (1) engage the community to identify local assets, needs, and preferred development types using demographic, environmental, and other relevant data; (2) identify underutilized or vacant properties with known or potential contamination that have redevelopment potential and could serve as catalysts for broader community investment; and (3) determine potential reuses for these catalyst sites that align with community priorities. Catalyst sites are prioritized based on contamination risk, vacancy status, size, location, and potential to stimulate additional redevelopment. If grant funds remain after addressing priority sites, Hampton Roads will apply updated screening tools to identify additional sites in underserved communities, using the same prioritization criteria to ensure equitable and strategic site selection.

REVITALIZATION OF THE TARGET AREA

1.e. Reuse Strategy and Alignment with Revitalization Plans - The *Hampton Roads Playbook*¹ presents a regional economic strategy to drive long-term growth by aligning the region's strengths in **Defense, Energy, Aerospace, and Logistics (DEAL)** with national priorities. The *Playbook* emphasizes proactive, coordinated action across workforce development, innovation, infrastructure, and supply-chain resilience to attract investment and create high-quality jobs. Within this framework, the **EVRIFA** is recognized as an important enabling tool; supporting site assembly, infrastructure investment, and regional collaboration needed to make large-scale industrial and economic development projects feasible across multiple localities. The strategy emphasizes coordinated action across workforce development, innovation ecosystems, infrastructure readiness, and supply-chain resilience to generate sustained, high-wage economic growth. The *Hampton Roads Playbook* helps local communities by turning a regional economic strategy into tangible local benefits, including access to stable, well-paying jobs, stronger infrastructure, and greater economic resilience. By focusing on Defense, Energy, Aerospace, and Logistics, it aligns workforce training and career pathways with industries that already have a strong local presence, helping residents find quality jobs close to home. The *Playbook* also supports site readiness, port and energy infrastructure, and large-scale projects, often enabled through regional tools like EVRIFA, that expand local tax bases and reduce financial risk for individual localities. By encouraging collaboration rather than competition among jurisdictions, the *Playbook* strengthens the region's ability to attract investment, secure state and federal support, and improve long-term quality of life across Hampton Roads. The vision for this proposed EPA Assessment Grant focusing on the gateway entrances presented in 1.a. directly mirrors the focus and brownfield site redevelopment outlined in the *Hampton Roads Playbook*. Potential reuse of the four priority sites as discussed in 1.c. aligns with the need to engage public and private partners, socializing the projects to refine them with stakeholder input, and connecting the initiatives to potential funding streams. The reuse strategy for the four priority sites focuses on transforming underutilized and environmentally impaired properties into productive, economically viable assets that align with local land use and revitalization priorities. Redevelopment will target uses that support regional economic goals, including industrial, commercial, and mixed-use projects that leverage public and private partnerships and create local jobs. The strategy aligns with EVRIFA and local government plans by emphasizing site readiness, infrastructure improvements, and community engagement to ensure redevelopment meets local needs and supports broader economic and social objectives. By turning these brownfield sites into catalyst properties, the strategy advances ongoing revitalization efforts, strengthens the local tax base, attracts investment, and fosters sustainable growth,

¹ Hampton Roads Alliance, *Hampton Roads Playbook: Executive Summary*, October 2025.

while addressing environmental hazards and preparing sites for long-term productive use.

1.f. Outcomes and Benefits of Overall Plan for Revitalization - The proposed projects' reuse strategy will generate significant economic, environmental, and social **benefits** for the urban and suburban communities within Hampton Roads' Coalition. Redevelopment of the priority brownfield sites will stimulate economic growth by attracting businesses, creating local jobs, increasing property values, and catalyzing additional investment in the surrounding areas. The strategy also supports adaptive reuse of historical structures, creation of community gathering spaces, and opportunities for nonprofit or recreational property development, enhancing social cohesion and community wellbeing. Environmental and resilience outcomes are integral to the reuse strategy. Infrastructure improvements, including port and dredging projects in areas with a history of industrial use, and development of energy-efficient industrial and research facilities will strengthen local resilience to extreme weather events and natural disasters. By prioritizing Best Management Practices (BMPs), Low Impact Development, and Green Infrastructure for stormwater management into site reuse plans, EVRIFA will build and **strengthen community flooding resilience** to the effects of extreme weather and provide equitable development to its disadvantaged communities. The projects will also **advance renewable energy initiatives**, including solar and offshore wind deployment, and integrate energy efficiency measures, aligning site redevelopment with sustainability goals based upon the proposed solar project at KCCC, and close proximity to the Coastal Virginia Offshore Wind project. **These outcomes** directly correlate with the reuse strategy, ensuring that revitalized sites address legacy contamination, improve public health, promote economic development, and contribute to environmental sustainability and extreme weather resilience in the Target Areas.

Select economic and non-economic outcomes and benefits include using grant funds to reduce pollution by assessing current environmental conditions and addressing known contaminants of concern, many of which are carcinogens, thereby protecting site workers and improving community health outcomes. The projects will also promote job creation and workforce development by providing stable, often well-paid employment with local hiring, training, and apprenticeship opportunities. Local economic growth will be stimulated through support of nearby suppliers, services, and retail, while increasing the tax base to fund schools, infrastructure, and public services. Infrastructure investments such as upgraded roads, utilities, and broadband will benefit the wider community.

STRATEGY FOR LEVERAGING RESOURCES

1.g. Resources Needed for Site Reuse - The USEPA Brownfields Program has been a key catalyst for the redevelopment and reuse of underutilized and blighted properties in the Region. EVRIFA has successfully leveraged funding from multiple federal, state, and local partners to support past projects, demonstrating their strong eligibility for additional resources. For example, the KCCC project utilized EPA Brownfields funds from a different (Greater Williamsburg) 2019 Coalition Grant for environmental assessments, and EVRIFA has consistently matched these grants with public and private resources. With a total of \$ \$1,551,830 in current assets as of June 30, 2025, including \$71,275 tied to the KCCC, EVRIFA has demonstrated financial capacity to manage and leverage grant funding effectively². More recently, EVRIFA has secured a Virginia State Brownfields grant for \$50,000 for additional assessments in high priority areas. This proposed EPA grant will further stimulate the availability of additional funds by enabling priority site assessments and remediation activities that in turn attract public, private, and regional investment for site reuse. EVRIFA's close collaboration with the Hampton Roads Alliance, a nonprofit public-private partnership representing 14 localities and nearly 100 private sector investors, further increases the likelihood of securing supplemental resources for environmental site assessment, remediation, and redevelopment. Through these coordinated efforts, the grant will directly support the revitalization of priority sites across the region, creating a sustainable pathway for long-term economic development and community benefit.

1.h. Use of Existing Infrastructure - Each of the member localities provide water and sewer, and trash and recycling collection. Other utilities (electric, gas, internet) are available to the region through private providers. All utilities

² EVRIFA Financial Report for the Fiscal Year ended June 30, 2022

have adequate capacity for most site uses anticipated for the priority sites. No significant utility or transportation upgrades are anticipated for the priority sites. Hampton Roads will work collaboratively to address potential infrastructure deficiencies for target area sites through public/private joint pursuit of available resources.

2. COMMUNITY NEED AND COMMUNITY ENGAGEMENT

Community Need - 2.a. The Community’s Need for Funding - Hampton Roads’ localities exhibit clear and persistent indicators of economic distress. The table to the right highlights that Hampton Roads residents receive less income, experience higher rates of poverty and unemployment, require higher rates of public assistance (SNAP), and report lower property values when compared to the rest of the Commonwealth. **These economic challenges limit Coalition localities’ available tax revenue to fund brownfield site assessments and reuse planning** while maintaining basic public services, address existing community challenges, and invest in future critical development. Hampton Roads members lack dedicated local funding to support brownfields assessment and redevelopment planning, making federal brownfields assessment grants essential. Targeted brownfields assessment and reuse planning funding is therefore critical for addressing environmental barriers to redevelopment and advancing equitable economic recovery in Hampton Roads’ most vulnerable communities.

CRITERIA	VA	YC/ CT509	CNN/ CT315	CH
POPULATION (Total)	8,657,499	70,590	184,774	137,334
MEDIAN HOUSEHOLD INCOME (MHI)	\$90,974	\$75,637	\$66,718	\$67,758
MEDIAN PROPERTY VALUE	\$360,700	\$323,500	\$243,300	\$234,100
% RECEIVING SNAP BENEFITS	8.8%	4.2%	14.0%	15.1%
% UNEMPLOYMENT RATE	4.3%	5.5%	5.9%	6.3%
% POVERTY (ALL PERSONS)	9.9%	13.3%	15.1%	13.0%

US Census Bureau 2023 American Community Survey (ACS) 5-year estimate data

2.b. Health or Welfare of Sensitive Populations -

Targeted census tracts within the Cities of Newport News and Hampton meet USDA Low-Income, Low-Access (LILA) criteria, indicating that residents face significant challenges in obtaining affordable, nutritious food. Old Dominion University’s *State of the Region: Hampton Roads 2023* report shows Hampton Roads ranks 11th among all U.S. metropolitan areas in the percentage of its adult population that are veterans of military service, with several localities (e.g., Hampton ~19.6%, Virginia Beach ~17.5%, Newport News ~17.1%, Norfolk ~17.1%) having veteran shares well above the national average of about 7.1%. Veterans are considered a sensitive population due to increased risk factors such as mental health challenges (including PTSD), service-related injuries, housing instability, and economic vulnerability. While data on children under age 5 is limited, these communities, along with their higher elderly populations, include vulnerable groups disproportionately affected by poverty and environmental hazards. Residents in these areas also face elevated rates of poverty, unemployment, low educational attainment, high renter occupancy, and limited access to healthcare, collectively contributing to housing instability, economic stress, and higher risk of chronic health conditions. Addressing the needs of underserved groups is critical to promoting equitable community health and welfare. The proposed EPA Brownfields grant and subsequent site reuse projects will directly address these challenges by remediating contaminated properties, enabling safe redevelopment, and attracting community-serving investments such as grocery stores, healthcare facilities, and affordable housing. By revitalizing underutilized properties in high-need areas, the project will reduce environmental health risks, improve access to essential services, and foster safer, healthier, and more resilient communities for sensitive populations, including veterans, and low-income families.

CRITERIA	VA	YC/ CT509	CNN/ CT315	CH
%Female Householder - No Spouse	27.4%	26.9%	35.7%	34.9%
%Grandparents caring for grandchildren	35.0%	24.1%	38.3%	41.3%
% Under 18yrs old with a Disability	4.6%	4.9%	6.3%	5.7%
% Receiving SNAP Benefits	8.8%	4.2%	14.0%	15.1%
% Homes Built Pre-1980	44.2%	78.9%	50.8%	57.2%
% Poverty (Under 18-yrs old)	12.7%	23.8%	21.7%	20.1%

US Census Bureau 2023 American Community Survey (ACS) 5-year estimate data

2.c. Greater Than Normal Incidence of Disease and Adverse Health Conditions – As shown in **Table under 2.d.**, the Virginia Department of Health reports elevated rates of adverse health outcomes in the study area compared to statewide averages, with particularly pronounced disparities in CNN, YC, and CH. Cancer incidence exceeds state baselines across multiple categories, alongside substantially higher asthma hospitalization rates among both older and working-age adults,

indicating an increased burden of chronic disease. Adverse birth outcomes further reinforce this pattern, with several congenital anomalies occurring at higher rates than those observed statewide. Taken together, the data presented in **Table under 2.d.**, demonstrate a greater-than-normal incidence of disease and adverse health conditions within the affected communities.

2.d. Economically Impoverished/Disproportionately Impacted Populations - The populations surrounding the priority sites in CNN and CH are economically impoverished and disproportionately affected by environmental and industrial hazards. Poverty rates in CNN (15.1%) and CH (13.0%) greatly exceed the state (9.9%) average. These communities face overlapping socioeconomic and racial disparities, coupled with elevated cancer and Alzheimer’s death rates, high rates of low-birth-weight infants, food insecurity, and exposure to air pollution and legacy industrial contaminants from sites such as KCCC, Plains Marketing, and Camp Patrick Henry. The proposed EPA Brownfields grant will fund Phase I/II Environmental Site Assessments and remediation planning at priority sites, directly identifying hazardous substances and reducing pollutant exposure risks. Redevelopment of these sites into safe, productive properties will alleviate disproportionate environmental burdens, improve community health, support economic revitalization, enhance property values, and strengthen extreme weather resilience. By targeting vacant and decommissioned sites, the project will benefit underserved populations without displacing residents or businesses, ensuring equitable outcomes.

Health Metric (Cancer/Asthma Rates per 100K Pop.) (Birth Defect Rates per 10K Pop.)		Virginia	HRCBP County / City / Peninsula Health District (PHD)
Cancer ¹ Incidence Rate Melanoma of Skin		21.0	33.8 (PHD) 37.5 (YC)
Cancer ¹ Incidence Rate Myeloma		6.6	8.7 (YC) 9.2 (CNN)
Cancer ¹ Incidence Rate Oral Cavity and Pharynx		11.7	15.5 (YC) 14.1 (CNN)
Asthma ² Hospitalization Rate Ages 65+yrs		33.2	139 (CH) 56.4 (CNN)
Asthma ² Hospitalization Rate Ages 35-64 yrs		30.4	184 (CH) 47.1 (CNN)
Birth Defects ³ Rate	Tetralogy of fallot	4.2	6.3 (CH) 6.7 (YC)
	Gastroschisis	1.7	5.1 (CH) 3.9 (CNN)
	Spina bifida w/o anencephaly	1.7	5.1 (CH)
	T ransposition of arteries	2.1	6.7 (YC)

¹ <https://www.vdh.virginia.gov/data/virginia-cancer-dashboards/cancer-incidence-and-mortality-in-virginia/>
² <https://www.vdh.virginia.gov/environmental-public-health-tracking/asthma/asthma-hospitalizations/>
³ <https://www.vdh.virginia.gov/environmental-public-health-tracking/birth-defects/birth-defects-dashboard/>

COMMUNITY ENGAGEMENT

2.e. Project Involvement - **Hampton Roads** will convene a citizen board known as the **Brownfields Redevelopment Advisory Group (BRAG)**, to be led and informed by **EVRIFA Staff**. The BRAG will advance a sustainable brownfields redevelopment program and will serve as ambassadors, advisors, and a steering committee throughout the project, bringing their community vision and expertise as sites are prioritized, and identify reuse potential. The BRAG will support a community-based **Brownfields Assets and Needs Study**, which identifies, evaluates, and prioritizes contaminated or potentially contaminated properties and assesses the community’s needs for their safe redevelopment and reuse.

2.f. Project Involvement and Project Roles - Based on the Hampton Roads’ outreach efforts, the following groups have committed to program participation:

Group Name	P.O.C. / Email / Phone	Specific Role Assisting the Coalition / BRAG
Hampton Roads Alliance + EVRIFA	Steve Harrison 757-893-2023 sharrison@hamptonroadsalliance.com	Will sit on BRAG meetings; provide staff support, advice on economic development priorities, based upon reuse, has final authority to move forward on projects; and ensures that all project partners are involved in making decisions with respect to cleanup.
YC, Virginia	Darren Williams 757-890-3508 darren.williams@yorkcounty.gov	Will sit on BRAG meetings and provide the BRAG with meeting space and serve as community education/advocacy support. Assist County Staff with site selection and cleanup/reuse planning. Builds relationships with local residents, stakeholders, and community groups; facilitates public meetings and workshops; gathers input on redevelopment priorities. Prepares newsletters, social media content, press releases, and website updates about grant progress and site
CNN, Virginia	Derek Perry 757-926-8428 perryde@nnva.gov	
CH, Virginia	Leonard Sledge 757-728-5165	

	Isledge@hampton.gov	activities.
Peninsula Community Foundation of Virginia	Gregory F. Lawson, CPA, ABV President 757-327-0862 Pcfvirginia@gmail.com	Shall serve as liaison with community members in communicating with the BRAG. Shall help connect residents of Hampton Roads region to programs in education, training, work experience, emergency services, and housing counseling.
Hampton Roads Chamber of Commerce	Bob McKenna President & CEO 757-325-8170 Bob.mckenna@vpcc.org	Will sit on BRAG meetings and provide representation of business communities to communicate their needs and disseminate information provided to/from the BRAG. Assist County Staff with site selection and cleanup/reuse planning.

2.g. Incorporating Community Input - Representatives engaged through initial outreach will be reviewed by the BRAG and directly incorporated into project decision-making, including site prioritization, remediation approaches, and reuse planning. This collaborative structure aligns with the *Hampton Roads Playbook's* emphasis on inclusive governance, regional coordination, and data-driven investment to ensure redevelopment reflects community-identified needs. Quarterly, at a minimum, project updates and responses to community input will be communicated back to residents to maintain transparency and meaningful participation, particularly in historically overburdened neighborhoods. Sensitive populations, including low-income and rural residents, face overlapping challenges such as food insecurity, housing instability, unemployment, and limited access to services. The *Hampton Roads Playbook* identifies the strategic reuse of underutilized land as a critical tool for addressing these inequities and strengthening economic resilience. Targeted brownfields assessment and cleanup will transform contaminated and blighted properties into productive community assets, improving environmental safety while catalyzing community-serving uses such as workforce facilities, neighborhood services, and resilient commercial development. Technology-enabled engagement tools, including **virtual meetings**, social media, and online platforms, will further support the *Playbook's* goal of broad participation by reducing barriers to involvement and ensuring residents remain connected throughout the redevelopment process.

3. TASK DESCRIPTIONS, COST ESTIMATES, AND MEASURING PROGRESS

Description of Tasks/Activities and Outputs (Sections 3.a.-d. outlined under each task)

Task 1 – Grant Reporting / Cooperative Agreement Oversight/ Community Engagement

a. Project Implementation: **Grant Reporting/Cooperative Agreement Oversight** includes program and financial management to ensure compliance with grant requirements; data input to EPA's ACRES database; attend brownfield-related training and conferences; and submit quarterly, annual, and final performance reports. **Community Engagement** includes preparing and submitting community involvement plan, coordinating and conducting meetings and developing outreach materials. **Grant-funded direct costs:** EPA/DEQ Conference Travel expenses (registration, airfare, lodging, and meals), and contractual costs for assistance with reporting and maintaining interactions with stakeholders. **Non-EPA funded activities:** In-kind Hampton Roads staff oversight for administration, monitoring, reporting and community engagement activities beyond the grant funded personnel/fringe costs; attending other training/conferences.

b. Anticipated Project Schedule: Procure Qualified Environmental Professional (QEP) (4.d): Q1; ACRES and quarterly reports: quarterly and as needed; Annual and closeout reports: Q4, Q8, Q12, Q16; BRAG meetings: Q2 and quarterly thereafter; Other activities: Periodic Coalition coordination meetings/reviews; Other activities - Ongoing and as needed.

c. Task / Activity Lead: Steve Harrison (AOR) and Management Team with input/assistance from QEP and BRAG will oversee all grant reporting, program admin and community engagement activities.

d. Outputs: RFP/QEP Contract (1); Quarterly Reports (16 Total - 4/Year); Annual Reports (4); Closeout Report (1); Property Profile Forms/ACRES Site Entries (18); BRAG Meetings (16); Community Meetings (8); Conferences (3); Brochures (3); Media Releases (6); Web Page Content (5); Advertisement, printing, and supplies (4-6 events). **Estimated in-kind \$24,000**

Task 2 – Site Inventory and Prioritization

a. Project Implementation: Hampton Roads will prepare a brownfields site inventory and database for priority and target area sites described in Section 1.a and include sites in economically underserved and disproportionately impacted neighborhoods within the geographic area. These properties will be compiled, mapped, characterized, and prioritized by the BRAG and Hampton Roads based on the Brownfields Assets and Needs Study, community vision, redevelopment potential,

and community needs. A pool of sites will be selected for assessment from the target areas including the priority sites already identified and described in this application. If grant funds remain after addressing the priority sites, available economic screening tools will be used to identify additional sites in the geographic area; when sites have been identified they will be selected using the same criteria. No assessments will be conducted prior to confirming site access and eligibility with EPA and DEQ if applicable for petroleum sites using Property Approval Questionnaires (PAQs). **Grant-funded activities:** Contractual costs to develop and maintain inventory/database and prepare PAQs. **Non-EPA funded activities:** Staff oversight, site prioritization, and property owner access coordination costs beyond the EPA grant funded personnel/fringe costs. **Estimated in-kind \$15,000.**

b. Anticipated Project Schedule: Site inventory and database, prioritization, selection: Q2 – Q3, update periodically; Other activities: Ongoing and as needed.

c. Task / Activity Lead: QEP will prepare/maintain inventory and PAQs with Steve Harrison (AOR)/Management staff oversight, assistance with access coordination and work product review/approval. BRAG will provide site selection and prioritization input.

d. Outputs: Inventory/Database (1); Prioritization Matrix (1); New and/or updated PAQs (51 assuming a PAQ for each major Task).

Task 3 – Environmental Site Assessments (ESAs)

a. Project Implementation: Upon receiving eligibility approval and access from property owners, approximately 19 Phase I ESAs will be conducted beginning with priority sites. Phase I ESA time and costs are contingent upon property size, existing improvements, past uses, and extent of known or suspected Recognized Environmental Conditions (RECs). Asbestos containing materials (ACM) and lead-based paint (LBP) testing is planned, including for the buildings at the priority sites described in this proposal. Based on Phase I ESA results, approximately 9 sites will be addressed through Phase II ESAs that include (a) project work plans, i.e., generic Quality Management Plan (QMP), generic Quality Assurance Project Plan (QAPrP), and site specific Health and Safety Plans (HASPs) and Field Sampling Plans (FSPs); (b) soil, groundwater and/or air sampling; (c) lab analyses and data validation; and (d) summary reports with recommendations for further action, if warranted. **Grant-funded activities:** Contractual costs for assessments, work plans and reports. **Non-EPA funded activities:** Costs of In-kind staff oversight, coordination with property owners, and review of work products prior to EPA submittal beyond Personnel/fringe funded by the EPA grant. **Estimated In-kind \$15,000.**

b. Anticipated Project Schedule: Phase I ESAs: Q2 – Q15 (after creating inventory database and priority list); Phase II ESAs: Q3 – Q15 (following Phase I review and priority list).

c. Task / Activity Lead: QEP with Steve Harrison (AOR) oversight, assistance with property owner coordination and community input, and work product review/approval.

d. Outputs: Phase I ESA Reports (19); Phase II ESA Reports (9); Phase II ESA Planning Documents (19 Total): Generic QMP + QAPrP (1), HASPs (9) and FSPs (9).

Task 4 – Preliminary Planning for Remediation and/or Redevelopment

a. Project Implementation: For some sites addressed through Phase II ESAs, preliminary remediation plans (Analyses of Brownfields Cleanup Alternatives or ABCAs) and associated cost estimates will be prepared to review alternatives for further environmental investigation and/or remediation, if warranted. Staff and QEP will also work with stakeholders to conduct preliminary redevelopment planning for selected target areas and/or sites to explore best reuse and economic potential. This may include reuse plans, marketing/feasibility studies, master plans, infrastructure evaluations, and conceptual development plans. **Grant-funded activities:** QEP costs for remediation and redevelopment plans. **Non-EPA funded activities:** Costs of Staff oversight, coordination with property owners and coalition/community partners to prepare plans and review/approve work products beyond EPA grant funded costs. **Estimated in-kind \$30,000.**

b. Anticipated Schedule: Q3 – Q15.

c. Task / Activity Lead: QEP with Steve Harrison (AOR) oversight, assistance with property owner coordination and community input, and work product review/approval.

d. Outputs: Site-Specific ABCAs (10); Site-Specific Redevelopment Plans / Studies (10); Area-Wide Revitalization Plans / Studies (3).

3.e. Cost Estimates - The **Project Budget Table** below shows cost estimates for each task, cost development based on reasonable and realistic unit costs, and cost application to task activities. Cost estimates include allocation of ~55% of funds toward site-specific assessments and ~33% of funds toward remediation/redevelopment/area-wide planning activities. **Hampton Roads estimates less than 2% of the grant funds used towards administrative costs.**

The rest of personnel/fringe costs are intended for eligible, programmatic activities.

Budget Categories		Task 1 Grant Reporting/ Cooperative Agreement Oversight/Community Engagement	Task 2 Site Inventory / Prioritization	Task 3 Environmental Site Assessments	Task 4 Remediation / Redevelopment Planning	TOTAL
Direct Costs	Personnel***	\$15,600	\$5,850	\$5,850	\$11,700	\$39,000
	Fringe***	\$8,400	\$3,150	\$3,150	\$6,300	\$21,000
	Travel	\$10,000	\$0	\$0	\$0	\$10,000
	Contractual	\$62,000	\$88,000	\$815,000	\$465,000	\$1,430,000
Indirect Costs		\$0	\$0	\$0	\$0	\$0
TOTAL BUDGET		\$96,000	\$97,000	\$824,000	\$483,000	\$1,500,000

***Average for personnel weighted by involvement: \$100/hr. (\$65.00/hr. personnel+\$35/hr. fringe = \$100/hr.)

Task 1-Grant Reporting/Coop. Agreement Oversight/Community Engagement– \$96,000 – Personnel/Fringe & Contractual

Hampton Roads staff oversight for administration, monitoring, reporting, and community engagement activities and attending training conferences. \$100/240hrs - \$24,000 Total***

Travel – \$10,000 Total (Direct Expense) – Attendance of 2 national conferences for 1 person and 3 state conferences for 2 people assuming the following unit costs (national/state): Conference registration: \$250/\$200; Transportation: \$800/\$250; Hotel: \$250 per night for 4 nights/\$150 per night for 2 nights; Meals: \$70 per day for 4 days/\$70 per day for 2 days

Contractual – \$62,000 Total - QEP assistance for reporting / grant reporting: \$1,500/quarter (\$6,000/year, \$24,000 Total); QEP costs for final performance report \$8,000/Grant; and QEP assistance for community engagement activities including development of communication materials: \$1500/quarter (\$6,000/year, \$24,000 Total); Advertisements, other material costs for public meetings and community involvement events– \$6,000 Total for 4yrs est. @ \$1500/yr (est.6-8 events total).

Task 2 – Site Inventory and Prioritization – \$97,000 - Personnel/Fringe & Contractual

Hampton Roads staff oversight, site prioritization, and property owner access coordination. \$100/90hrs - \$9,000 Total***

Develop and maintain a GIS brownfields site inventory mapping / database and site prioritization matrix est.: \$48,000 Total

Site access coordination, preparation, and submittal of PAQs: \$2500/quarter (\$10,000/year, \$40,000 Total)

Task 3 – Environmental Site Assessments (ESAs)* – \$824,000 – Personnel/Fringe & Contractual

Hampton Roads staff oversight, coordination with property owners, and review of work products prior to EPA submittal. \$100/90hrs - \$9,000 Total***

Site specific estimates for 4 Priority sites (Phase II ESA estimates for these sites include site-specific work plans costs):

Water Street, City of Hampton (3 acres, ~4,000 sqft. buildings/structures, 3 buildings, fishing pier, river access)

Phase I ESA, expanded file review, ACM/LBP surveys of ~3 buildings, Phase II ESA): \$100,000

CPH, City of Newport News site (824 acres airport property at former CPA)

Phase I ESA, expanded file review, ACM/LBP survey of perimeter buildings, Phase II ESA): \$150,000

KCCC, EVRIFA, US Route 17 (~430 Acres former US Naval Depot with history of legacy environmental conditions)

Phase I/II ESA, site characterization & risk assessment ahead of remediation and redevelopment planning: \$125,000

Plains Marketing, L.P., York County (855.49 acres across 42 parcels and features nearly six miles of waterfront along the York River and Back Creek. Former bulk oil terminal)

Phase I/II ESA, site characterization & risk assessment ahead of remediation and redevelopment planning: \$125,000

Other sites - Phase I ESAs – Fifteen (15) @ \$5,000 average – \$75,000 Total

Other sites - Phase II ESAs – Five (5) @ \$42,000 average – \$210,000 Total

Other sites - Project Work Plans – Eleven (11) plans – \$30,000 total, as follows:

Generic Quality Assurance Project Plan + Quality Management Plan– 1 @ \$ 5,000 Total

Site-Specific Health & Safety Plans (HASPs)** – 5 @ \$1,000 average – \$5,000 Total

Site-Specific Field Sampling Plans (FSPs)** – 5 @ \$4,000 average – 20,000 Total

<p>Task 4 – Remediation / Redevelopment Plans – \$483,000 Total – Personnel/Fringe & Contractual</p> <p>Based on site conditions following assessment, Hampton Roads anticipates completing approximately twenty-three (23) planning documents estimated as follows: Hampton Roads staff oversight, coordination with property owners, and review of work products prior to EPA submittal. \$100/180hrs - \$18,000 Total***</p> <p>Site specific estimates for 4 Priority sites (Redevelopment planning efforts vary by site but are broadly anticipated to include as needed conceptual site reuse/redevelopment plans, structural assessments and other property conditions assessments, and economic studies of intended redevelopment plans):</p> <p>Water Street, City of Hampton (3 acres, ~4,000 sqft. buildings/structures, 3 buildings, fishing pier, river access) ABCA/Remediation Plan, Redevelopment Plan - \$55,000</p> <p>CPH, City of Newport News site (824 acres airport property at former CPA) ABCA/Remediation Plan, Redevelopment Plan - \$80,000</p> <p>KCCC, EVRIFA, US Route 17 (~430 Acres former US Naval Depot with history of legacy environmental conditions) ABCA/Remediation Plan, Redevelopment Plan - \$50,000</p> <p>Plains Marketing, L.P., York County (855.49 acres across 42 parcels and features nearly six miles of waterfront along the York River and Back Creek. Former bulk oil terminal) ABCA/Remediation Plan, Redevelopment Plan - \$55,000</p> <p>Other sites - Preliminary Site Remediation Plans (ABCAs) – 6 @ \$12,500 average – \$75,000 Total Other sites - Site-Specific Redevelopment/Reuse Plans/Studies – 6 @ \$15,000 average – \$90,000 Total Area-Wide Redevelopment Plans/Studies – 3 @ \$ 20,000 average – \$60,000 Total</p>
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* Unit costs for ESAs are estimates and may change depending on site-specific conditions.

** HASPs and FSPs will be combined into single report submittal.

3.f. Plan to Measure and Evaluate Environmental Progress and Results - To maintain steady progress throughout the grant, the QEP will provide updates by attending *periodic meetings* and will prepare *periodic reports* in compliance with the approved **EPA Cooperative Agreement Work Plan** that will summarize activities (e.g. milestones achieved, issues encountered, and budget and schedule updates). Progress will be measured by the outputs defined in Section 3.d. and evaluated against the schedule in Section 3.b. and costs defined in Section 3.e. Significant deviations will be discussed with the EPA Project Officer to develop corrective actions. Updates will be reported upon implementation and completion of each site-related task in **EPA’s ACRES database**, and will provide ongoing (quarterly, at a minimum) and post-grant information describing outcomes and benefits of the funding, including additional funds leveraged, jobs created, acres made ready for redevelopment, and private investment and tax revenue generated by the program.

4. PROGRAMMATIC CAPABILITY AND PAST PERFORMANCE

4.a. / 4.b. / 4.c. Organizational Capacity, Organizational Structure, and Description of Key Staff - This table provides the future brownfields program’s organizational structure and describes key staff experience and qualifications. If additional staff or resources are required, EVRIFA (lead member) will seek in-house staff to fulfill the need.

<p>AUTHORIZED ORGANIZATIONAL REPRESENTATIVE (AOR) / BROWNFIELDS PROGRAM MANAGER: Steve Harrison, Chief Operating Officer, EVRIFA</p> <p>Steve Harrison joined the Hampton Roads Alliance in June 2019. In September 2022, he began serving as the organization's Chief Operating Officer. Steve holds a B.A. in Government and M.S. in Public Policy from William & Mary. Steve will act as the EVRIFA’s EPA Brownfields Grant Project Manager. In this role, Steve will assist with QEP(s) selection, oversee overall grant implementation, ensure compliance with EPA reporting requirements, coordinate team meetings, and tracks deadlines, and have final approval on site selection.</p>
<p>ADMINISTRATIVE / ECONOMIC DEVELOPMENT / PLANNING: Michael Evans, Director of Business Intelligence, EVRIFA</p> <p>Michael Evans is the Director of Business Intelligence for the Hampton Roads Alliance, where he leads the region’s research, data, and real estate strategy functions, providing the insight and analysis that guide business attraction, expansion, and investment decisions across Hampton Roads. Michael holds a B.A. in Public Policy and Economics from William & Mary and an M.P.A. from the University of North Carolina at Chapel Hill. Michael will assist with QEP(s) selection to carry out the project technical aspects, identify funding opportunities, evaluate economic benefits of redevelopment, and assist in</p>

attracting private investment.
FINANCIAL: Sylvia Haines, Hampton Roads Chamber of Commerce (HRCC)
Sylvia Haines serves as the Chief Operations Officer of the Chamber. In that role, she manages the Finance, IT, Communications & Marketing, Membership, and Program Development departments. Sylvia has been with the Chamber for 35 years. She currently serves on the board for the Virginia Chamber of Commerce Executives. Sylvia will assist the Program with project accounting, financial reporting, and fund draw down through the ASAP program.
TECHNICAL: Josh Sterling, Real Estate Analyst, EVRIFA
Josh Sterling, a graduate of Virginia Tech, holds a degree in Commercial Real Estate with a minor in Property Management. Josh leads the development of a comprehensive regional real estate database that integrates site characteristics, infrastructure assets, zoning and entitlement information, and strategic readiness indicators. Josh will assist with QEP(s) selection to carry out the project technical aspects, maintains documentation, file grant forms, organizes public records, and assists with scheduling.

4.d. Acquiring Additional Resources – Hampton Roads will rely on a **QEP** with appropriate expertise and resources to execute technical program aspects. Hampton Roads will follow its competitive negotiation policies and procedures to obtain high quality professional services at reasonable cost. QEP selection will be conducted in a fair and impartial manner in compliance with Federal Code 40 CFR 31.36 and the Virginia Public Procurement Act, VA Code- Chapter 43, Title 2.2. Beginning with advertisement of a request for qualifications and proposals, followed by top candidate interviews if needed, staff will score applicants and request EVRIFA Board of Directors' approval to negotiate a contract with a qualified candidate. Applicable EPA solicitation clauses will be incorporated into the solicitation and executed QEP contract. Hampton Roads' strong history of promoting local hiring and procurement as allowed by law will continue. Following appropriate procurement processes, Hampton Roads will look for opportunities to support local employment in brownfields assessment, cleanup, or redevelopment.

4.f. Has Not Received an EPA Brownfields Grant but has Received Other Federal or Non-Federal Financial Assistance Agreements 4.f.1. - Purpose and Accomplishments - EVRIFA has been awarded a state funding opportunity within the last 10-years, requiring at a minimum, annual project status and financial reporting with others requiring project updates as frequently as monthly. Funding included a **GO Virginia Grant for \$150,000**, which is a **state-level economic development funding program in Virginia** aimed at fostering regional collaboration and job creation. This included funds used for planning and engineering work related to preparing sites, like the KCCC. Funds secured were used for site preparedness engineering work, that included an Alta Survey, Geotechnical Investigation, and Master Planning. In addition, EVRIFA was recently awarded a **\$50,000 Virginia Brownfields Assessment Fund (VBAF) grant** to support additional assessment activities at KCCC. Although implementation of that award is in its early stages, EVRIFA has established the administrative structure, financial controls, and contractual oversight necessary to ensure compliance with all EPA Brownfields cooperative agreement requirements. As the lead coalition member, EVRIFA will leverage its centralized management capacity, technical consultants, and compliance protocols to administer grant activities on behalf of its non-lead partners, who lack the experience and internal resources to independently manage an EPA Brownfields grant. EVRIFA's role ensures that all coalition members benefit from the program while maintaining full regulatory, financial, and reporting compliance with EPA requirements.

4.f.2. Compliance with Grant Requirements - In this instance of funding assistance listed above, **EVRIFA fulfilled the requirements of developing a work plan, maintaining a timely schedule, and fulfilled the terms and conditions of all assistance agreements.** EVRIFA's leadership team reported to the given agency in a timely and acceptable manner. For all projects identified above, all applicable site information, required administrative reports, design documentation, and final inspections were completed and/or submitted in a timely manner and approved by funding and regulatory agencies with purview. Final project closeout was accomplished for these projects in compliance with program requirements.

HAMPTON ROADS COALITION BROWNFIELDS PROGRAM, VA
APPLICATION FOR USEPA’S BROWNFIELD ASSESSMENT COALITION GRANT
NOFO No. EPA-OLEM-OBLR-25-05 / Assistance Listing No. 66.818
Section 2.B – Threshold Criteria
January 28, 2026

1. Eligibility of Lead and Non-Lead Coalition Members

- a. The Eastern Virginia Regional Industrial Facility Authority (EVRIFA), City of Hampton, City of Newport News, and York County are a Coalition of four (4) Virginia entities collectively referred to as Hampton Roads Coalition Brownfields Program (Hampton Roads). EVRIFA shall serve as the lead coalition member, while the two (2) Cities and one (1) County shall serve as non-lead coalition members.

EVRIFA is a Regional Council established under governmental authority or group of General Purpose Units of Local Government established under Federal, State, or local law (e.g., councils of governments) to function as a single legal entity with authority to enter into binding agreements with the Federal Government and eligible for EPA Brownfields funding. It was formed pursuant to the Virginia Regional Industrial Facilities Act, Chapter 64, Title 15.2, Section 15.2-6400 et seq., Code of Virginia (1950, as amended). EVRIFA has authority to receive, manage, and expend funds for regional economic development projects.

City of Hampton, City of Newport News, and York County are local government entities.

City of Hampton (CH), City of Newport News (CNN), and York County (YC) are independent legal entities that are *not* agencies or instrumentalities of EVRIFA. Because EVRIFA is a standalone Regional Council, and the member localities are not agencies or subsidiaries of EVRIFA, the structure fully satisfies EPA’s coalition rules.

- b. Lead member organization, EVRIFA is ***not*** a Section 501(c)(4) entity under section 501(c)(4) of the Internal Revenue Code. Non-lead member organizations, City of Hampton, City of Newport News and York County, are also ***not*** Section 501(c)(4) entities under section 501(c)(4) of the Internal Revenue Code

2. Target Areas

The primary target areas for Hampton Roads are the York River, James River, and Chesapeake Bay shorelines and U.S. Route 17, U.S. Route 60, U.S. Route 143 corridors, key gateway routes for Hampton Roads, its counties, and cities. These corridors traverse the Virginia Peninsula, from City of Hampton in the east, through Gloucester County in the north and James City County in the west, and continue south into Chesapeake. Addressing the environmental conditions and redevelopment considerations for these sites assists the localities in creating job opportunities, improving community investment, and addressing areas of blight. The following Target Areas have been identified by each coalition member to address brownfield challenges in their respective geographic areas:

EVRIFA - Route 17 / Blue Highway corridors. A key target area for EVRIFA, as the *lead coalition member*, is an industrial area located along the Route 17 (George Washington Memorial Highway) corridor in York County, that is influenced by proximity to the York River. This area falls within York County’s primary north–south transportation and economic corridor and include older, under-utilized industrial parcels that have experienced disinvestment due to real or perceived environmental contamination, aging infrastructure, and redevelopment constraints.

YC - Route 17 / Blue Highway corridors. For York County (YC) as a *non-lead coalition member*, focused grant activities will target industrial and commercial sites within its jurisdiction along the Route 17 corridor that are affected by similar brownfield challenges, including limited site information, environmental uncertainty, and infrastructure limitations that hinder private investment. The Route 17 corridor has been identified through local and regional planning efforts as a priority area for revitalization due to transportation capacity and safety concerns, the presence of older and under-utilized properties, and the need for coordinated public investment to support redevelopment.

CH - Route 17 + Route 60 / Blue Highway corridors. A key target area for CH, as a *non-lead coalition member*, is 28-38, 48 and 52 Water Street, which is located in close proximity to the Route 17 (6 miles) and Route 60 (2 miles) corridors and adjacent to Mill Creek, a tributary to the Chesapeake Bay (Blue Highway corridor). The proposed grant activities focus on the Water Street target area in historic Phoebus. This privately owned deep-water waterfront site was used for decades as a fishing vessel landing port and may be impacted by contaminated soils and sediments from fuel, antifouling paints, heavy metals, and other pollutants, limiting redevelopment. EPA Brownfields funding will support environmental assessments and planning to address these challenges and advance reinvestment consistent with the Phoebus Master Plan, which promotes walkable mixed-use development, historic preservation, and waterfront-oriented economic growth.

CNN - Route 143 / Route 17 (Patrick Henry Corridor). A key target area for CNN, as a *non-lead coalition member*, is the Jefferson Avenue (Route 143) corridor, including the Patrick Henry Corridor, a major commercial and economic district anchored by Patrick Henry Mall, Air Commerce Park, and Patrick Henry CommerCenter. This corridor serves as a backbone for local and regional traffic, commercial activity, and industrial operations

3. Non-lead Member(s) that Never Received an EPA MARC Grant

EVRIFA has never received any type of Federal Assistance Agreements. City of Newport News is the non-lead coalition member that has never been awarded an EPA Brownfields MARC Grant.

4. Legal Authority to Expend Grant Funds on Behalf of Non-Lead Coalition Members

a. EVRIFA has legal authority to expend grant funds on behalf of non-lead coalition members. According to the EVRIFA Bylaws, Article I, Section 3, *“apply for and accept grants or loans of money or other property from any federal agency for any of the purposes authorized in the Act and expend or use the same in accordance with the directions and requirements attached thereto or imposed thereon by any such federal agency;”*

- b. A copy of the Agreement Creating the EVRIFA and EVRIFA bylaws, documenting EVRIFA's legal authority to expend grant funds on behalf of the non-lead members, is attached.

5. Coalition Agreement

The City of Hampton, City of Newport News, and York County are pleased to join the Eastern Virginia Regional Industrial Facility Authority in support of an application for a FY 2026 EPA Brownfields Assessment Coalition Grant through the Hampton Roads Coalition Brownfields Program. Attached are signed letters from each of the four members, in which they agree to be part of the coalition.

6. Community Involvement

Recognizing the importance of community involvement in the brownfields prioritization and redevelopment process, Hampton Roads will convene a citizen board known as the Brownfields Redevelopment Advisory Group (BRAG) to be led and informed by EVRIFA Staff. The BRAG will advance a sustainable brownfields redevelopment program and will serve as ambassadors, advisors, and a steering committee throughout the project, bringing their community vision and expertise as sites are prioritized, and identify reuse potential.

Representatives engaged through initial outreach will be reviewed by the BRAG and directly incorporated into project decision-making, including site prioritization, remediation approaches, and reuse planning. This collaborative structure aligns with the *Hampton Roads Playbook's* emphasis on inclusive governance, regional coordination, and data-driven investment to ensure redevelopment reflects community-identified needs. Project updates and responses to community input will be communicated back to residents to maintain transparency and meaningful participation, particularly in historically overburdened neighborhoods. Sensitive populations, including low-income and rural residents, face overlapping challenges such as food insecurity, housing instability, unemployment, and limited access to services. The *Hampton Roads Playbook* identifies the strategic reuse of underutilized land as a critical tool for addressing these inequities and strengthening economic resilience. Targeted brownfields assessment and cleanup will transform contaminated and blighted properties into productive community assets, improving environmental safety while catalyzing community-serving uses such as workforce facilities, neighborhood services, and resilient commercial development. Technology-enabled engagement tools, including virtual meetings, social media, and online platforms, will further support the *Playbook's* goal of broad participation by reducing barriers to involvement and ensuring residents remain connected throughout the redevelopment process.

7. Expenditure of Assessment Grant Funds

Not Applicable: The applicants affirm they do not have active EPA Brownfields Assessment Grants.

8. Named Contractors and Subrecipients

Not Applicable: The applicants have not identified a procurement contractor nor subrecipient to conduct work proposed in this application.