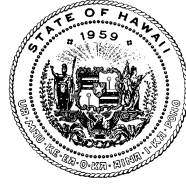


Project Title: Honolulu Transit-Oriented Development Brownfields Assessment Program

Narrative Information Sheet (3-page limit, single-spaced)
(1) Applicant ID: City & County of Honolulu, Department of Housing and Land Management
(2) Website URL: https://www.honolulu.gov/dhlm/
(3) Funding Requested: Community-wide, \$500,000.00
(4) Location: City and County of Honolulu, Hawaii
(5) Target Areas and Site Specific Allocations: Iwilei-Kapalama neighborhood, area around Kuwili rail station, City and County of Honolulu, Island of Oahu, State of Hawaii, Census Tracts 15003005400, 15003005500, 15003005600, 15003005700, and 15003005800
(6) Contacts: Project Director: Kevin Auger, 808-768-4277, kevin.auger@honolulu.gov , 650 South King Street, 3rd Floor, Honolulu, Hawaii 966813 Chief Executive: Mayor Richard Blangiardi, 808-768-4141, 530 South King Street, Room 300, Honolulu, Hawaii 96813
(7) Population: City and County of Honolulu, 1,016,508 people as of April 1, 2020, 2020 Census
(8) Other Factors Checklist The priority site(s) is adjacent to a body of water - Yes: Mamala Bay The priority site(s) is in a federally designated flood plain - Yes: Zones AE, AO, VE (FEMA FIRM) The reuse of the priority site(s) will facilitate renewable energy from wind, solar, or geothermal energy - Maybe: Reuse will prioritize catalytic development, defined by local needs. The reuse of the priority site(s) will incorporate energy efficiency measures - Yes: New construction will include local energy code requirements. The proposed project will improve local resilience to the impacts of extreme weather events and natural disasters - Yes: Remediation and reuse will improve resilience to local flooding and contaminant impacts. 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 site(s) within the target area(s) - Yes: the budget will be substantially allocated to environmental assessments for the area to facilitate future reuse activities.
(9) <i>Letter from State (DHOH) acknowledging that the applicant plans to conduct assessment activities and is planning to apply for FY26 federal Brownfields Grant funds</i> Attached to this application.
Expenditure or previous awards (documentation attached to this application)



STATE OF HAWAII
DEPARTMENT OF HEALTH
KA 'OIHANA OLAKINO
P. O. BOX 3378
HONOLULU, HI 96801-3378

In reply, please refer to:
File: 26-001 GS

January 9, 2026

Mr. Kevin Auger, Director
City & County of Honolulu
Department of Housing and Land Management
650 South King Street, 3rd floor
Honolulu, Hawaii 96813
Sent via e-mail to: kevin.auger@honolulu.gov

Subject: Letter Acknowledging City & County of Honolulu's FY26 Assessment Grant Application

Dear Mr. Auger:

I am writing as the environmental representative for the State of Hawaii to acknowledge and support the City and County of Honolulu's Department of Housing and Land Management (DHLM) application for a FY26 Federal Brownfields Assessment Grant. This letter from the environmental authority for the State is required by the U.S. Environmental Protection Agency (EPA) Fiscal Year 2026 Guidelines for Brownfields Assessment Grants. The State of Hawaii Department of Health (HDOH) is very pleased to offer its support of your application, and I would respectfully urge the U.S. EPA selection committee to give it their favorable consideration.

The HDOH commends your continuous effort to develop Transit-Oriented Development (TOD) along the Honolulu Skyline Rail Transit corridor with the goal of promoting the use of transit, walking, and cycling, as well as reduce dependence on the use of private automobiles through high-density commercial and residential development near rail stations. The proposed focus is on the Kuwili Station area through the application, *Honolulu Transit-Oriented Development Brownfields Assessment Program*. This application also aligns with the State's priorities, as this area has been identified as a high-priority TOD zone. Proper environmental assessment and cleanup around the rail stations are essential to support future development and to enable the delivery of much-needed affordable housing.

Mr. Kevin Auger, Director
City & County of Honolulu
January 15, 2026
Page 2 of 2

HDOH is very pleased with the success of the City's previous Brownfields Assessment Grant conducted through October 31, 2018, and the most recent grant that concluded September 30, 2025. The proposed grant would continue the important work accomplished under these previous grants. The first grant sponsored a forum that brought TOD stakeholders and local property owners together to learn more and explore redevelopment opportunities along the rail corridor. The grant allowed completion of an inventory identifying and ranking the top 50 brownfields sites per TOD station area, as well as eight Phase I Environmental Site Assessments (ESAs), four Area-Wide Assessments, five Phase II ESAs, and one cleanup plan. The most recent grant continued targeting the top-ranking properties on the prior inventory, including the completion of six Phase I ESAs, one Area-Wide Inventory/Assessment, one Phase II ESA, and one cleanup plan. HDOH believes that proactively identifying and addressing environmental issues in TOD areas will help improve environmental conditions, greatly facilitate redevelopment, and support the delivery of affordable housing in these critical areas along the Skyline rail corridor.

The vision for this proposal would be a major contribution to the statewide Hawaii Brownfields Program that HDOH is implementing jointly with the State Office of Planning and Sustainable Development (OPSD), Department of Business, Economic Development, and Tourism (DBEDT), and counties statewide, including the City & County of Honolulu. In the event that the City is awarded this grant, HDOH commits to providing ongoing technical assistance and oversight to assure the work is done in accordance with State and Federal requirements and that grant funds are properly managed for successful completion.

Many in Hawaii will benefit from TOD area revitalization by directing future housing and job growth along the rail corridor, specifically adjacent to Kuwili Station, to help preserve Oahu's rural communities, decrease transportation costs, and better connect residents to jobs and services. This will result in economic revitalization and job growth. We look forward to supporting this effort.

Should there be any questions concerning the above, please contact me at (808) 586-4249, or via email at gracelda.simmons@doh.hawaii.gov.

Sincerely,

Gracelda Simmons

Gracelda M. Simmons, Program Manager
Hazard Evaluation and Emergency Response Office
Hawaii Department of Health

1. PROJECT AREA DESCRIPTION AND PLANS FOR REVITALIZATION

Target Area and Brownfields

a. Overview of Brownfields Challenges and Description of Target Area

The Iwilei-Kapalama neighborhood (Census Tracts 15003005400, 15003005500, 15003005600, 15003005700, and 15003005800) houses one of Hawaii’s most consequential redevelopment opportunities—situated in the industrial waterfront district minutes from downtown Honolulu and the State’s primary port, surrounded by densely and diversely populated neighborhoods. Located along Skyline rail - a historic public works investment reshaping access to the State's primary urban core - Iwilei has long been defined by multiple challenges such as aging infrastructure and high flood risk. Redevelopment represents a significant and timely opportunity to tackle housing affordability, economic diversification, transit-oriented development (TOD), and equitable access to opportunity.

The City and County of Honolulu and State of Hawaii have identified the Iwilei-Kapalama neighborhood as a catalytic area for pursuing TOD along Skyline (map attachment). The subcorridor (areas surrounding Kuwili, station 16) has a historical industrial legacy which has led to brownfield sites and inadequate, aged infrastructure, along with insufficient recreational space, all of which hamper redevelopment opportunities without targeted investments. The target area sits along Mamala Bay shoreline and includes high flood risk areas (FEMA FIRM flood zones AE, AO, VE). The City proposes to assess contaminated sites in and around Kuwili station and areas adjacent to Skyline which is connecting employment and residential centers across Oahu. The City’s ongoing TOD program (Ordinance 09-04) provides opportunities for higher density development which create thousands of jobs and homes while reinvigorating the urban core.

Due to the significant inventory of City, State, and large private landholdings, the Iwilei-Kapalama TOD area represents one of the City’s most powerful opportunities for catalytic, place-based investment with the potential to transform the blighted commercial and industrial neighborhood into a dynamic, mixed-use, walkable community, with a focus on expanding affordable housing and transportation access. Redevelopment would allow greater housing density, with opportunities for commercial, retail, institutional, and governmental activities, and convenient access and close proximity to multimodal transportation. The City recently completed significant property acquisitions in the area surrounding the planned Kuwili station (map attachment) and is moving swiftly to activate TOD in this area.

Table 1: Census Tracts, Indicators	Tract 54	Tract 55	Tract 56	Tract 57	Tract 58
Below Poverty Level	46.80%	22.50%	16.20%	30.50%	16.90%
Unemployed Labor Force	15.20%	13.20%	5.20%	9.90%	4.40%
Households without a Vehicle	50.50%	18.70%	18.20%	38.30%	23.10%
Limited English Households	31.20%	23.20%	14.90%	23.30%	39.10%
Without High School Diploma	38.90%	33.30%	20.10%	15.80%	25.90%

All census tracts in Iwilei-Kapalama, using the FEMA Resilience Analysis and Planning Tool call for targeted investments or risk overlapping challenges, infrastructure exposure, and hazards (Table 1: dark areas most severe). Compounding these challenges, known and likely brownfields pose risks to human health, contributing to urban blight, and suppressing development. The project team will address challenges as noted in the sections below.

b. Description of the Priority Brownfields Sites

The City has identified a focused set of brownfield sites in the Iwilei-Kapalama subcorridor with direct barriers to transit-oriented redevelopment. The City’s brownfields inventory reflects a

multi-decade, EPA-supported assessment strategy initiated through grants awards in 2006, 2014, and 2018, and this application advances that strategy by targeting unresolved conditions in areas critical to near-term redevelopment around Kuwili station. The City has prioritized 17 brownfield sites clustered near the planned Kuwili station reflecting the area’s industrial legacy, including former and active gas stations, auto repair and body shops, fuel storage and distribution facilities, food processing operations, and light manufacturing.¹ These sites are concentrated in a low-lying waterfront district with a high groundwater table, poor drainage, and documented flood risk, increasing likelihood that contaminants have migrated beyond individual parcel boundaries into surrounding soils, groundwater, and public rights-of-way. These risks are in contrast to the scale of development opportunities; adopted plans indicate capacity for 27,500 new housing units as part of a long-term TOD vision.

c. **Identifying Additional Sites**

Remaining funds will go toward more Phase I and II Environmental Site Assessments (ESAs). The process will remain dynamic, dependent on the factors discovered at each site.

Revitalization of the Target Area

d. **Reuse Strategy and Alignment with Revitalization Plans**

Areas along Skyline offer opportunities for more efficient, accessible urban development, access to housing and critical affordable units near job centers, and community revitalization and enhancement. Brownfield redevelopment is essential to this process. The City will continue implementing vetted plans, such as an adopted TOD plan, to revitalize and redevelop Kuwili station and other priority areas. The City is implementing smart growth policies to address a growing population, the scarcity of land for urban development, and severe traffic congestion throughout central and west Honolulu. Such planning has its basis in the Oahu General Plan (adopted November 2021) and those guiding subregional and neighborhood development. Aligned with this proposal, the General Plan encourages sustainable high density, mixed-use, and transit-oriented development. More detailed subregional plans (Primary Urban Center Development Plan 2004, Central Oahu Sustainable Communities Plan 2002) define goals and objectives for future development, recommending rapid transit and transit nodes in these communities. There is also emphasis on “cultivating livable communities” to increase walkability and other measures. This grant would leverage such planning and outreach already completed to identify sites offering greatest potential.

e. **Outcomes and Benefits of Reuse Strategy**

Grant-funded assessment activities will directly support the City’s TOD strategy. Completion of Phase I and Phase II ESAs will enable redevelopment of underutilized and contaminated properties for affordable housing, mixed-use development, and community uses. Reuse concepts will build on the City’s 2018 Greening Iwilei and Kapālama project which developed site design and building strategies to enhance walkability and bicycle safety, improve connectivity, address flooding, and increase water and energy efficiency. These outcomes will reduce vehicle miles traveled, increase access to transit and employment, improve walkability, and mitigate disproportionate public health and other burdens. The proposed strategy also supports economic vitality and neighborhood character by advancing redevelopment concepts informed by prior community-based planning efforts. Assessment and

¹ 513, 519, and 525 Kaaahi Street (TMKs: 150070280000, 150070260000, 150070850000); 535, 551, and 581 Dillingham Blvd (TMKs: 150070550000, 150070540000, 150070520000); 906, 909, 915, and 916 Kaaahi Place (TMKs: 150070320000, 150070310000, 150070420000, 150070410000); 916, 921, 922, and 928 Kaamahu Place (TMKs: 150070490000, 150070370000, 150070480000, 150070470000); and 477 and 525 North King Street (TMKs: 150070460000, 150070060000).

subsequent reuse will encourage compact development patterns and reduce exposure to flooding and industrial contaminants. Redevelopment of assessed sites will be implemented in alignment with City-wide planning, including strategies to comply with the most recent building energy codes (2023).

f. Strategy for Leveraging Resources

Grant funds will be leveraged with substantial City and State investments in land acquisition, infrastructure, and affordable housing development within designated TOD areas. Acquisitions of a 127,531 square foot property on Iwilei Road and a 23,600 square foot property on Dillingham Boulevard have been completed and are negotiating development agreements. These properties represent nearly 900 potential TOD housing units. An additional ten sites should have acquisitions completed within FY27. The City has already completed extensive planning and community engagement efforts for these areas and has committed funding to advance redevelopment. Completion of ESAs will unlock additional public and private financing, including housing and infrastructure investments, by reducing uncertainty and risk associated with site contamination.

g. Resources Needed for Site Reuse

Completion of Phase I and Phase II ESAs will call for more resources to advance site reuse, including remediation funding, infrastructure upgrades, sitework, and vertical development financing. Many priority sites will require further coordination with regulatory agencies, cleanup planning, and site-specific remediation prior to redevelopment. The City, through its Department of Housing and Land Management (DHLM), is eligible for and has demonstrated its ability to secure a range of public and private resources to support these subsequent phases. However, access to many of these resources rely upon having documented conditions and defined remediation pathways. The proposed grant provides foundational steps needed to meet those prerequisites.

Completion of ESAs will reduce uncertainty and risk, allowing sites to progress from planning to implementation. Thus the grant would directly stimulate the availability and timing of additional investment by converting properties into development-ready assets. DHLM's role as landowner, funder, and long-term steward of TOD sites ensures that assessment results will be immediately integrated into cleanup strategies, infrastructure planning, and reuse decisions. As demonstrated through prior brownfields grants, this sequencing approach has unlocked follow-on investment and facilitated redevelopment in TOD areas along Skyline. Thus, EPA funding serves as a critical catalyst within a broader reuse pipeline. In addressing uncertainty, the grant enables leveraging more public and private resources to complete remediation and implement reuse strategies supporting affordable housing, economic revitalization, and TOD.

h. Use of Existing Infrastructure

The project will leverage infrastructure investments including Skyline, roadway networks, utilities, and transit facilities. Priority sites are in close walking distance of planned and operational rail stations, supporting compact, transit-oriented redevelopment, smart growth, lower auto dependence, and sustainable land-use patterns. By directing redevelopment to areas with infrastructure, this minimizes sprawl and maximizes public benefit of transportation and utility investments.

2. COMMUNITY NEED AND ENGAGEMENT

a. Community's Need for Funding

Proposal areas form Honolulu's historical and industrial core, with medium to high density housing, commercial development and a lack of open space. Many buildings are in need of repair, but little investment has occurred for decades due to the cost differential between construction and rent/sales

in the area. This creates not only undesirable but unsafe living conditions. Local businesses are suffering due to rail construction. Housing affordability pressures are acute as approximately 60% of residents are renters, compared to 46% for Honolulu overall. The Location Affordability Index indicates the combined housing and transportation costs consume up to 64% of a moderate household income (80% of AMI). A critically low housing supply is driving prices even higher. A large gap also exists between high housing costs and low wages. Neighborhood-level data from the City Health Dashboard (CHD) and Census Bureau further illustrate the burdens faced by these communities. In Census Tract 057, more than 57 percent of households are rent-burdened and ~25% of children live in poverty, reflecting persistent household instability relative to Honolulu overall. Neighborhood-level unemployment remains high at 9.9 percent. In addition to economic pressures, challenges include lead exposure, lack of open space, and food insecurity exceed citywide averages and reinforcing barriers to private investment.

Known and likely brownfield sites exacerbate these conditions and suppress redevelopment in TOD areas by creating visual blight reducing community attractiveness. Without targeted public investment to assess and address sites, properties will remain underutilized despite proximity to major transit infrastructure and employment centers. The City is focused on an approach to improve connectivity to jobs and services, increase open space, and reduce combined transportation and housing costs with redevelopment and new affordable housing. EPA funding is essential to breaking this cycle of disinvestment by reducing uncertainty and catalyzing reinvestment.²

b. Health or Welfare of Sensitive Populations

Brownfields profoundly impact community health and well-being, particularly children, women of child-bearing age, and the elderly. Targeted Census Tracts show elevated concentrations of those vulnerable to toxic exposure associated with historic industrial land uses, including soil and groundwater contamination and degraded air quality. CHD and county-level health indicators show elevated housing cost burden, unemployment and other stressors that compound health risks, while county-level health data indicate elevated exposure risks related to air pollution, including ozone and fine particulate matter, in historically industrial and high-traffic areas. Such pollutants are linked to respiratory illness, cardiovascular disease, and adverse birth outcomes.

Additionally, the Iwilei TOD area has a high, growing number of unhoused individuals who spend significant time outdoors and may be exposed to a wide range of contaminants from previous land uses or illegal dumping of wastes. These living conditions lead to hazardous waste exposure that poses acute health and safety risks for unhoused individuals and residents. The grant will identify and reduce threats to health and welfare by clarifying site-specific conditions, identifying exposure pathways, and informing cleanup and reuse strategies.

c. Greater than Normal Incidence of Disease and Adverse Health Conditions

A lack of open space increases risk of contaminant exposure, particularly for children who have fewer safe outdoor places. Canals and waterfront areas are enticing, but some have been used for industrial purposes such as auto repair, tire recycling, and salvage operations. Chemicals of concern from brownfields include petroleum hydrocarbons, volatile organic compounds, polynuclear aromatic hydrocarbons, lead, and pesticides. Many TOD sites have a high probability of releases to soil and groundwater, creating pathways for direct and indirect human exposure. Census-tract-level health indicators show a pattern of greater-than-normal incidence of adverse health conditions, including

² Sources: City Health Dashboard, Department of Population Health, NYU Langone Health; U.S. Census Bureau, American Community Survey (latest available data)

higher diabetes and obesity rates, increased asthma-related emergency room utilization, elevated cardiovascular disease mortality, and reduced life expectancy. This grant will help identify and reduce threats by clarifying site-specific conditions, identifying exposure pathways, and informing cleanup and remediation strategies. Following assessment and cleanup, reuse for TOD, affordable housing, and community-serving uses would enable improved trails, walkable connections, and safer open space. These improvements would provide much-needed opportunities for physical activity in communities that currently function as urban heat islands with limited contiguous green space, while reducing exposure to contaminants and supporting improved long-term health outcomes.

d. Economically Impoverished / Disproportionately Impacted Populations

Area communities experience disproportionate challenges, including elevated traffic-related pollution exposure, proximity to hazardous waste sites, flood risk, high renter occupancy, and housing cost burden. These factors limit the community’s ability to avoid or mitigate risks and reflect cumulative impacts of historic industrial, governmental, and commercial land uses and infrastructure decisions. Vulnerability mapping shows many TOD areas experience elevated heat exposure, limited tree canopy, and increased flooding risk, particularly in low-lying and highly urbanized neighborhoods. These stressors compound existing economic challenges. Brownfields assessment and reuse for TOD, affordable housing, and community-serving facilities will improve conditions, support redevelopment, and enhance access to services and employment. By concentrating reinvestment in transit-accessible locations, the project will reduce auto dependence, bringing better air quality and other positives.

Community Engagement

e. Project Involvement

Community engagement will build upon the City’s TOD planning framework over the past decade, including extensive outreach, surveys, and coordination. Engagement will continue throughout assessment phases to inform site prioritization and reuse planning.

f. Project Roles

Entity Name / Mission / Point of Contact	Project Role: no grant admin, financial commitment
Hawaii Department of Health (HDOH) - safeguard public health and environmental quality. POC: Sheryl Chan sheryl.chan@doh.hawaii.gov	HDOH will provide coordination/technical context and share data/information related to environmental and public health considerations associated with brownfield assessment activities.
Pacific Housing Assistance Corporation - affordable housing for the elderly, low, moderate, and gap group income residents, those with special or functional needs. POC: Audrey Awaya, aawaya@pacific-housing.org	Elderly residents at the Senior Residence at Iwilei (in 146 one bedroom and 13 two bedroom units) who will be impacted by the project will be kept informed as needed.
The Institute for Human Services, Inc. - solutions and nurture homeless people toward greater self-direction and responsibility. POC: Connie Mitchell, conniem@ihshawaii.org	Emergency shelter residents live in the community and use the Kuwili Skyline stop, and thus may be impacted by the project; they will be kept apprised through the organization.
Kalihi Palama Health Center - quality integrated health and social services, POC:	The center operates many clinics near the Kuwili Skyline stop. Patients and staff may be impacted by

Emmanuel Kintu, ekintu@kphc.org	the project and will be kept apprised as appropriate.
Hawaii Housing Finance and Development Corporation - affordable housing for low- and moderate-income residents, POC: Dean Minakami, dean.minakami@hawaii.gov	HHFDC will coordinate on affordable housing, sharing housing development feasibility information, aligning assessment activities with State housing finance and redevelopment programs.
Hawaii Public Housing Authority - safe, decent, affordable housing and supportive services to low-income families, seniors, persons with disabilities, POC: Hakim Ouansafi, hakim.ouansafi@hawaii.gov	HPHA will coordinate with DHLM regarding public housing and mixed-income redevelopment considerations near identified brownfield sites.
Hawaii Ofc. of Planning & Sustainable Dev. - sustainable development and coordinated land use planning, POCs: Leo Asuncion, Ruby Edwards, ruby.m.edwards@hawaii.gov	OPSD will coordinate with DHLM to ensure that brownfield assessment activities align with State and regional planning objectives, including TOD and sustainable land use strategies.

g. **Incorporating Community Input**

Community input in TOD planning efforts and ongoing engagement will inform site selection, assessment priorities, and reuse planning. Outreach under previous grants included 22 community workshops attended by 1,233 participants and 26 Community Advisory Committee meetings. The City received 3,476 Community Needs Survey responses from TOD area residents, used to identify area problems and opportunities. The City also held three TOD symposiums in 2007, 2010, and 2013 with about 250 participants each. Public input was essential for individual TOD area plans addressing the unique needs, constraints, opportunities, and visions of each community. Recent community surveys in TOD areas, including an October 2025 Kūwili Station Neighborhood Design Workshop, show residents’ heightened awareness of blight in neighborhoods. Feedback related to housing needs, open space, and neighborhood connectivity will guide decisionmaking throughout the project.

3. TASK DESCRIPTIONS, COST ESTIMATES, & MEASURING PROGRESS

Description of Tasks/Activities and Outputs

a. Project Implementation

DHLM will implement this grant through a clearly sequenced set of EPA-eligible assessment and planning activities designed to rapidly advance brownfield sites toward reuse. DHLM has an existing master services agreement with a qualified environmental consulting firm, enabling immediate mobilization and eliminating procurement delays. Phase I and II ESAs will be conducted on a rolling basis throughout the grant period, with assessment activities sequenced according to site readiness and Phase I findings. This allows multiple sites to be assessed concurrently and ensures timely progression from Phase I to II where warranted. *EPA-funded tasks / activities:*

- Cooperative agreement oversight, project management, and coordination
- Management of a Qualified Environmental Professional (master services agreement)
- Confirmation and documentation of pre-identified brownfield sites
- Coordination to secure site access, right-of-entry agreements for assessment activities
- Conduct of ASTM E 1527-21-compliant Phase I ESAs

- Phase I findings evaluation, Recognized Environmental Conditions (RECs) identification
- Phase II ESAs where warranted, where site control or authorization secured
- Data analysis and preparation of draft and final assessment reports
- Cleanup planning support, if applicable, Analysis of Brownfield Cleanup Alternatives (ABCA)
- EPA-required reporting, documentation, and grant close-out
- Non-EPA grant resources needed to carry out tasks/activities, if applicable; DHLM will contribute staff time and administrative oversight as leveraged resources to support project implementation, including grant management, coordination with partner agencies, and review of consultant deliverables. City planning documents, GIS data, property records, and prior studies will support site documentation and reuse planning. No non-EPA funds are required to complete proposed assessment activities.

b. **Anticipated Project Schedule:**

-Cooperative Agreement Oversight and Grant Administration, October 1, 2026 - September 30, 2029: DHLM will provide oversight, including grant management, consultant coordination, schedule control, and compliance with reporting requirements. DHLM will oversee task execution, review deliverables, and ensure consistency with Brownfields requirements. DHLM will contribute staff time and administrative resources as leveraged support and not charge these costs to the EPA grant.

-Procuring and Managing a Qualified Environmental Professional (QEP), October 1, 2026 - October 16, 2026: DHLM will issue a Notice to Proceed to Jacobs under an existing City master agreement, allowing immediate initiation of assessment activities upon grant award and ensuring compliance with ASTM and EPA standards without additional procurement actions.

-Inventory Development, Site Selection, and Prioritization, November 1, 2026 - November 30, 2026, ongoing as circumstances change: DHLM has pre-identified specific brownfield sites for assessment under this grant based on prior planning efforts, redevelopment objectives, and known or suspected environmental conditions. During this task period, DHLM will confirm and document the identified sites, including parcel information, current ownership, known site conditions, and anticipated reuse, and will establish a final assessment sequence for implementation under the grant. This activity will include coordination with internal planning, housing, and real estate staff and review of existing property records, historical land use information, and prior studies to ensure each identified site is accurately described, eligible, and ready for assessment.

-Securing Site Access, December 1, 2026 - April 15, 2027: DHLM will secure site access for assessment activities using standard right-of-entry agreements or access permissions. Phase I ESAs will be conducted using non-intrusive methods and may occur prior to acquisition. If Phase II assessments are warranted, DHLM will secure appropriate site control or landowner authorization prior to conducting any intrusive activities. Where necessary to support Phase II investigations, DHLM anticipates that site acquisition or other legally sufficient site control will be completed within the grant performance period, consistent with applicable laws and brownfields requirements.

-Phase I Environmental Site Assessments, November 1, 2026 - June 30, 2029: The Qualified Environmental Professional (QEP) will conduct ASTM E 1527-21-compliant Phase I ESAs, including records review, site reconnaissance, regulatory database review, and interviews. Draft Phase I ESA reports will be submitted for DHLM review, followed by final reports identifying RECs /recommendations for further action, if necessary.

-Phase II Environmental Site Assessments, November 1, 2026 - June 30, 2029: For sites where RECs are identified and site access or control is established, DHLM may conduct Phase II assessment activities, including limited sampling and laboratory analysis, scoped to minimize risk and comply with applicable regulatory and safety requirements.

-Cleanup Planning and ABCA Development, Final Reporting, January 1, 2029 - September 30, 2029: If Phase II results indicate the need for cleanup, DHLM will use EPA funds to support cleanup planning activities, including preparation of an ABCA and coordination with regulatory agencies, positioning sites for future cleanup funds and redevelopment. DHLM will work on grant close out and final reporting.

c. **Task/Activity Lead:** City Department of Housing and Land Management (DHLM)

Responsible Unit: Housing Finance Division; **Supporting Parties:** QEP under existing City master services agreement; coordination with community partners /State agencies as appropriate; DHLM will be the lead responsible for project oversight, schedule management, coordination with the environmental consultant, securing site access, review and approval of deliverables, and compliance with brownfields requirements. The QEP will be responsible for technical execution of assessment activities in accordance with ASTM standards and EPA guidance.

d. **Outputs**

- Executed Notice(s) to Proceed, task orders under existing master services agreement
- Confirmed and documented list of pre-identified brownfield sites (w/parcel, ownership)
- Executed right-of-entry or site access agreements, as applicable
- Completed ASTM E1527-21-compliant Phase I ESA reports for all identified sites
- Completed Phase II ESA data and reports, where warranted
- Identification and documentation of RECs and areas requiring further action
- Cleanup planning documents, if applicable, including an ABCA
- EPA-compliant progress reports and final grant close-out documentation
- Sites positioned for future cleanup funding, redevelopment, or reuse consistent with local housing and planning objectives

e. **Cost Estimates**

The budget allocates the \$500,000 grant to EPA-eligible contractual assessment activities. DHLM will contribute staff time and administrative oversight as leveraged resources and will not charge personnel, travel, equipment, supplies, construction, or indirect costs to the grant. Estimates based on previous experience with past grants and actual costs for ESAs successfully completed:

-Phase I ESAs will cost ~\$10,000 per site for 10 identified brownfield properties, \$100,000 total.

-Phase II ESAs will cost about \$20,000 per investigation for up to 17 targeted Phase II assessment efforts, totaling \$340,000. Phase II activities may include multiple Areas of Concern or supplemental investigations at a single site, depending on site-specific conditions identified during Phase I ESAs.

Accordingly, the number of Phase II assessments may exceed the number of Phase I sites evaluated.

-The remaining \$60,000 may support more contractual assessment and planning activities as needed, as well as follow-up sampling, laboratory analysis, data evaluation, refinement of assessment reports, and grant reporting. This approach allows efficient allocation of assessment resources based on actual site conditions while remaining within EPA eligibility requirements and the total contractual budget.

\$0 Personnel and Fringe Benefits - City personnel will not be charged to the grant; grant duties will be covered in their salaries and fringe benefits.

\$0	Travel - the request includes no travel funds.
\$0	Equipment - no equipment will be purchased using grant proceeds.
\$0	Supplies - the City will cover any supplies (e.g., for outreach).
\$500,000	Contractual - services under a master agreement with a QEP; will support Phase I and Phase II ESAs and related assessment and planning activities.
\$0	Construction - no construction expenses will be incurred.
\$0	Other - the grant will not require funds under this category.
\$0	Indirect Costs - the City has a fixed NICRA with the U.S. Department of Transportation at 15.83% (7/1/25-6/30/26); it will not charge indirect costs to this grant.

f. Plans to Measure and Evaluate Environmental Progress and Results

DHLM will track, measure, and evaluate project progress using a structured monitoring approach aligned with EPA Brownfields Program reporting requirements. Progress will be measured through clearly defined outputs, intermediate results, and longer-term outcomes, with data collected and reviewed on an ongoing basis throughout the performance period.

-Tracking and Measuring Outputs. Outputs will be tracked with internal project management tools and consultant deliverables and will include the number of (a) Phase I ESAs completed, (b) Phase II ESA efforts completed, (c) sites with identified Recognized Environmental Conditions (RECs), and (d) sites advanced to cleanup planning or positioned for reuse. ESAs will be documented through final reports using ASTM standards and EPA guidance. DHLM will review and approve deliverables.

-Monitoring Progress, Implementation. DHLM will monitor progress through QEP coordination and internal reviews to ensure activities remain on schedule and within scope. Assessments will be conducted on a rolling basis, allowing DHLM to track progress continuously. EPA-required progress reports will formally document milestones, expenditures, and performance measures.

-Evaluating Results and Outcomes. Project results will be evaluated based on how much activities reduce uncertainty and support informed reuse decisions at priority sites. Success indicators: (a) Sites cleared of environmental barriers to redevelopment; (b) Sites identified as candidates for cleanup, redevelopment, or further investment; and (c) Improved readiness of assessed sites for affordable housing, TOD, or other community-serving uses. Longer-term outcomes will be tracked after the grant period through City planning and housing program coordination, including whether assessed sites advance to cleanup funding, redevelopment, or reuse consistent with local housing and TOD goals.

4. PROGRAMMATIC CAPABILITY AND PAST PERFORMANCE - Programmatic Capability

a. Organizational Capacity, Structure, and Key Staff

The City established DHLM in July 2025 as part of a reorganization to centralize and accelerate the City's housing initiatives. As a major City department, DHLM can access central grant management resources and benefits. DHLM would lead project efforts, including grants management, maintaining the master schedule, ensuring timely milestone delivery, and reporting. DHLM will coordinate grant budget matters and will compile and submit required reports. The project will be managed by DHLM Director Kevin D. Auger, who has 40 years of experience in housing development, finance and commercial real estate investment. Mr. Auger (Project Lead) will oversee key staff TOD Branch Chief Timothy Streit, Housing Finance Administrator David Oi, and Planner VI Gailene Wong. Mr. Streit will serve in consultant capacity, providing technical expertise and institutional knowledge with over 12 years of professional experience in urban planning. He oversaw the City's 2018 Brownfields Grant, where he procured and coordinated environmental contractors, managed ESAs, and ensured completion of required reporting. Mr. Oi, Administrator, and Ms. Wong, Planner VI, will both be

responsible for grant implementation, ESA contractor procurement and coordination, and EPA reporting. Mr. Oi (Project Manager) brings experience in public-sector housing finance, brownfields-adjacent redevelopment, intragovernmental coordination, and management of complex, multi-source funding programs. Ms. Wong has facilitated, contracted, expended, and reported multiple US Department of Housing & Urban Development grants over four years. Mr. Oi and Ms. Wong will draw upon the expertise of DHLM's five-member Finance Division and other City staff from various departments as needed. In procuring professional contractors for Phase I and II investigations, the TOD Program will adhere to City, State, and Federal procurement statutes and ensure full compliance with 40 CFR Parts 30 and 31 governing contractor procurement, including prescribed limitations on compensation and financial management requirements.

b. **Acquiring Additional Resources**

Contractors. The City posted an annual FY26 [Notice to Providers of Professional Services](#) inviting statements of qualifications (SOQs) and expressions of interest anticipating needs of various City departments ("Annual Ad"), posted on 4/10/25, with a 5/30/25 SOQ deadline. The Department of Design and Construction (DDC) received submissions from 24 firms and determined these as qualified, considered, and ranked on a "Long List" that included Jacobs Engineering - the consultant selected for the Environmental Engineering Master Agreement. The Long List and Master Agreement are available upon request. The Annual Ad specifies Environmental Engineering services such as: air quality studies, water quality, groundwater, and biosolids studies (including sampling, testing, monitoring, modeling), oceanographic studies including temperature, currents, dilution), energy audits and conservation, etc. The consultant may also provide Phase 1 and 2 ESAs and other Environmental Investigations.

Past Performance and Accomplishments

c. **Currently Has or Previously Received an EPA Brownfields Grant - DPP** successfully closed its FY18 brownfields grant on 9/30/25. The City closed two grants awarded in 2014 and 2006.

i. **Accomplishments:**

The City's FY06 grant identified 12 potential sites based on the EPA Region-9 Eligibility Determination Checklist, government agency recommendations, and public meetings and interviews. The FY14 Grant produced an inventory identifying 400 potentially contaminated sites, ranking the top 50 sites per TOD station area. The grant produced eight Phase I ESAs, four Area-Wide Assessments, five Phase II ESAs, and one cleanup plan. The grant sponsored a learning forum on rail corridor redevelopment opportunities. The 2014 grant staff presented at brownfield conferences. The City's 2018 grant, concluded 9/30/25, built on this to produce an Iwilei site inventory and continued targeting top-ranking properties on the prior inventory, including completion of six Phase I ESAs, one Area-Wide Inventory/Assessment, one Phase II ESA, and one cleanup plan.

ii. **Compliance with Grant Requirements**

DPP managed the 2018 Grant through its 9/30/25 closing. DPP managed the 2014 \$400,000 Grant, extended to October 2018 to complete Phase II projects (contractor procurement caused delays). This grant was fully drawn down. DPP complied with EPA requirements, including reports and ACRES technical information. EPA approved work plan and schedule changes to incorporate a new task for three area-wide assessments. The City Office of Special Projects (OSP) managed the 2006 grant which was closed November 2012 after completing objectives. \$349,378.36 funded Phase I and II ESAs. OSP complied with requirements including reporting (not in ACRES as it was not widely used). EPA approved work plan and schedule changes, and the remaining balance was not drawn down.