Transmittal Letter

THE CITY OF DUBUQUE
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Office of the Mayor
City Hall
50 West 13th Street
Dubuque, IA 52001-4864
www.cityofdubuque.org

November 15, 2017

Ms. Susan Klein
Brownfields Coordinator
U.S. Environmental Protection Agency – Region 7
11201 Renner Boulevard
Lenexa, KS 66219

Dear Ms. Klein:

On behalf of the City of Dubuque, I am pleased to submit the enclosed application to the U.S. Environmental Protection Agency (EPA) for a Brownfields Cleanup Grant to continue remediation efforts at the contaminated West Blum property (411 East 15th Street), a former junkyard/metal recycling center. The 1.29-acre parcel, acquired by the City in December 2016, has been characterized with EPA Brownfields Assessment resources and been found to contain high levels of asbestos and other hazardous materials. Revitalization of North Dubuque has been identified as a community priority. EPA support will enable the City to clean up this blighted site in the distressed Washington Neighborhood.

Dubuque provides the following information to EPA:

a. Applicant Identification:
   City of Dubuque, 50 W. 13th Street, Dubuque, IA 52001

b. Funding Requested:
   i. *Grant Type*: Cleanup
   ii. *Federal Funds Requested*: $200,000
   iii. *Contamination*: Hazardous Substances

c. Location:
   Dubuque, Iowa

d. Property Information:
   West Blum property, 411 East 15th Street, Dubuque, IA 52001

e. Contacts:
   i. *Project Director*:
      Steve Sampson Brown, Project Manager
      City of Dubuque, 50 W. 13th Street, Dubuque, IA 52001
      Phone: (563) 589-4272 E-mail: sbrown@cityofdubuque.org

ii. *Chief Executive/Highest Ranking Elected Official*:
Roy Buol, Mayor
City of Dubuque, 50 W. 13th Street, Dubuque, IA 52001
Phone: (563) 564-5455 E-mail: rdbuol@cityofdubuque.org

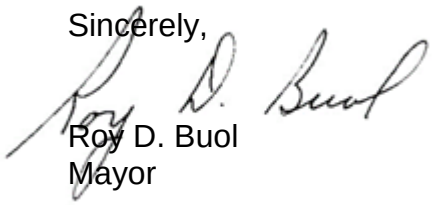
f. Population:
58,409
Dubuque is not included within a county experiencing “persistent poverty”

g. Other Factors Checklist:
See attached

h. Letter from State Environmental Authority:
See attached

Thank you for your consideration.

Sincerely,



Roy D. Buol
Mayor

Other Factors Checklist

Cleanup Other Factors Checklist

Name of Applicant: City of Dubuque

Please identify (with an x) which, if any of the below items apply to your community or your project as described in your proposal. To be considered for an Other Factor, you must include the page number where each applicable factor is discussed in your proposal. EPA will verify these disclosures prior to selection and may consider this information during the selection process. If this information is not clearly discussed in your narrative proposal or in any other attachments, it will not be considered during the selection process.

	Other Factor	**Page #**
	None of the Other Factors are applicable.	
	Community population is 10,000 or less.	
	The jurisdiction is located within, or includes, a county experiencing "persistent poverty" where 20% or more of its population has lived in poverty over the past 30 years, as measured by the 1990 and 2000 decennial censuses and the most recent Small Area Income and Poverty Estimates.	
	Applicant is, or will assist, a federal recognized Indian tribe or U.S territory.	
	Targeted brownfield sites are impacted by mine-scarred land.	
X	Applicant demonstrates firm leveraging commitments for facilitating brownfield project completion by identifying amounts and contributors of resources and including documentation that ties directly to the project.	9, 10
X	Applicant is a recipient of an EPA Brownfields Area-Wide Planning grant.	1, 15

State Letter

DEPARTMENT OF NATURAL RESOURCES

GOVERNOR KIM REYNOLDS
LT. GOVERNOR ADAM GREGG
DIRECTOR CHUCK GIPP

November 1, 2017

Susan Klein
Superfund Division/STAR
EPA Region VII
11201 Renner Blvd
Lenexa, KS 66219

RE: Site Specific Cleanup Grant Application for West Blum Property, 411 E 15th St. Dubuque, Iowa

This letter is submitted as a statement of acknowledgement, review and support for the City of Dubuque's brownfield site-specific cleanup grant application for $200,000, as authorized by §104(k) of CERCLA, to remediate contaminants at the West Blum property, 411 East 15th Street, in Dubuque, Iowa, which is a former junk yard and scrap metal dealer. This parcel, acquired by the City in December 2016, was previously characterized with EPA Brownfields Assessment resources, with results noting high levels of lead, arsenic and other pollutants in the soil. The City completed a proper all appropriate inquiry before taking title to the property.

The Blum property is located at the gateway of the downtown and Historic Millwork District, and in its underutilized, blighted state, has been a community priority for redevelopment. EPA cleanup grant funding will enable Dubuque to continue remediation at this blighted site, and upon cleanup completion will create a pocket park for residents in the new mixed-use neighborhood that is developing in the Historic Millwork District. This redevelopment effort builds upon a previous EPA National Award for Dubuque's Smart Growth Achievement-winning initiative.

The Iowa Department of Natural Resources (DNR) has partnered with the City of Dubuque with technical and regulatory assistance and oversight through the DNR's State Brownfield Response 128(a) Grant Program to help encourage infill, sustainable redevelopment options for downtown Dubuque; the DNR understands that the former Blum site is a crucial component to stimulating redevelopment in this area. The DNR not only acknowledges this grant application, but we firmly support the cleanup proposal submittal therein, and the DNR will be an active partner to implement a cleanup that ensures environmental improvement, protection of the public's health and safety, and rejuvenation of this site.

The DNR appreciates the opportunity to have reviewed this project and its goals, to be a partner in this brownfield cleanup project, and we support the brownfield cleanup and redevelopment strategies as presented in this application.

Sincerely,

Mr. Mel Pins
Executive officer
Iowa Brownfield Redevelopment Program

Narrative

1. COMMUNITY NEED

a. Targeted Area and Brownfields

i. Community and Target Area Descriptions – Located on the banks of the Mississippi River, Dubuque is Iowa's oldest city. Dubuque was established as a fur-trading post and mining community, and later flourished as a manufacturing hub. Railroads connected Dubuque to metropolitan areas across the country in the mid-1800s. At the turn of the 20th Century, Dubuque's downtown millwork district was the backbone of the regional economy.

The city's proximity to a major commercial waterway made the area convenient for a variety of industrial uses, including shipbuilding and repair, railroads, bulk petroleum and coal storage operations, food processing, farm machinery production, and lead mining activity. Manufacturing reigned in Dubuque until the mid-1900s. As Dubuque's retail and industrial sectors moved to the western suburbs or fled completely, the downtown deteriorated and fell into disrepair. With the collapse of the farm economy in the 1980s, the community watched as the Dubuque Packing Company closed up shop, and then as John Deere – then the city's largest employer – reduced its workforce by three-quarters of its peak. At the time, Dubuque lost 10 percent of its population and had the highest unemployment in the nation.

Dubuque has reinvented itself. After decades of population and job loss, the city is rebounding. Over the last 100 years, Dubuque has seen its economy shift from manufacturing along its riverbank to the retail, health care, education, publishing, and financial service sectors. Dubuque now serves as the employment center for the tri-state region of Iowa, Illinois, and Wisconsin.

Dubuque is underway on an ambitious effort to revitalize its downtown, including the diverse Washington Neighborhood – a 128-acre, low-income community containing the city's oldest housing stock. Dilapidated rental units, perceptions of high crime, and repeated flooding led to the Washington Neighborhood's decline. As local businesses fled and more houses became vacant, many Dubuque residents wrote off the Washington Neighborhood's future.

In 2004, the City launched a major campaign to spur economic development and improve residents' quality of life in this distressed area. Restoration efforts (over $219 million to date) include daylighting the buried Bee Branch Creek, creating a linear park, and installing green infrastructure to reduce flood damage to 1,155 properties. Focused reinvestment is beginning to restore the Washington Neighborhood. In 2013, the City received U.S. Environmental Protection Agency (EPA) Brownfields Assessment funds to characterize properties in the Washington Neighborhood to encourage their reuse. Dubuque was honored in 2013 with an EPA *National Award for Smart Growth Achievement* for its Washington Neighborhood redevelopment activities and received EPA's *Performance and Innovation in the SRF Creating Environmental Success* honors in 2017 for its Bee Branch Creek daylighting. In 2015, EPA Brownfields dollars launched the cleanup of a Washington Neighborhood eyesore – the former Blum scrap yard and recycling facility at 501 East 15th Street. A 2015 EPA Brownfields Area-Wide Planning grant seeks to provide jobs for low-income Dubuque residents. A 2016 National Disaster Resilience Competition grant from the U.S. Department of Housing and Urban Development (HUD) is helping to rehabilitate vulnerable structures and improve infrastructure in the Washington Neighborhood. Dubuque also initiated remediation of a former junkyard (411 East 15th Street) in the Washington Neighborhood with a 2016 EPA Brownfields Cleanup grant.

ii. Demographic Information and Indicators of Need –

	Census Tract 1	Dubuque	Iowa	National
Population	2,891[1]	58,409[1]	3,093,526[1]	316,515,021[1]
Unemployment	n/a	3.1%[2]	4.1%[2]	4.9%[2]
Poverty Rate	31.8%[1]	16.2%[1]	12.65%[1]	15.5%[1]
Percent Minority	32.0%[1]	10.6%[1]	12.6%[1]	37.7%[1]
Median Household Income	$23,814[1]	$47,450[1]	$53,183[1]	$53,889[1]
Per Capita Income	$17,828[1]	$24,937[1]	$27,950[1]	$28,930[1]
Women (15-50 years) with Births in the Past 12 Months (per 1,000)	63[1]	58[1]	57[1]	53[1]
Did Not Graduate High School	18.4%[1]	8.7%[1]	8.5%[1]	13.3%[1]
Under 5 Years Old	8.1%[1]	5.9%[1]	6.4%[1]	6.3%[1]
Households Receive Food Stamps & SNAP Benefits	26.4%[1]	12.6%[1]	11.7%[1]	13.2%[1]
Renter-Occupied Units	85.8%[1]	36.3%[1]	28.5%[1]	36.1%[1]
Disabled	15.5%[1]	13.2%[1]	11.6%[1]	12.4%[1]
No Vehicle Available	25.7%[1]	7.8%[1]	5.7%[1]	9.1%[1]
1 U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates 2 Bureau of Labor Statistics (October 2017, seasonally adjusted)				

iii. Description of Brownfields – Using EPA Brownfields funds, Dubuque assessed the 1.29-acre former Blum junkyard/metal recycling center (operating since the early 1950s) at 411 East 15th Street. The property historically contained a coffin company from approximately 1884 until 1909, with coal storage, a dry kiln, and varnishing/painting operations on site. Low-income housing is located immediately adjacent to the parcel. The Blum site also abuts railroad tracks, another scrap facility (501 East 15th Street, currently being remediated with EPA Cleanup dollars), an automotive repair shop, a coal yard, and a corrections facility – all brownfields.

Dubuque acquired the Blum property on December 20, 2016, following All Appropriate Inquiry requirements. Based upon the results of the Phase II Environmental Site Assessment (ESA), the parcel is not suitable for future residential, commercial, or industrial purposes without remediation. With EPA Brownfields Cleanup funding received in 2016, the first redevelopment phase will address the abatement of asbestos containing material (ACM) and remove, characterize, and dispose of an approximately 6'' thick layer of media, as well as the underlying concrete, that has accumulated on the basement floor of the main office building, containing exceedances of PCBs, waste oil, arsenic, and lead. The concentrations of contaminants in this media indicate that this material will likely be disposed of as hazardous waste. Additional funds are sought to mitigate unacceptable levels of PCBs, waste oil, benzo(a)pyrene, arsenic, lead, and chromium concentrations from shallow soils.

Reuse plans include constructing a bike trail waypoint, playscape/athletic use area, public art display, and 5,500-square foot building to serve the adjoining Bee Branch Creek. The property will also provide important connectivity to the South Port area via the national Mississippi River Trail. On the edge of the Washington Neighborhood, the contaminated site poses significant health risks to nearby low-income residents (particularly high concentrations of pregnant women and children), as well as a threat to Mississippi River aquatic life.

b. Welfare, Environmental, and Public Health Impacts

i. Welfare Impacts – The contaminated Blum site directly impacts Washington Neighborhood residents' welfare. The property (along with adjacent brownfields) is an eyesore that has encouraged more "broken windows" along the corridor. Shabby exteriors and unrepaired structures have led to safety concerns and perceptions of high crime. As the area deteriorated, many restaurants and retail establishments fled, limiting the dining and shopping opportunities available to a population that is mobility-challenged (more than 25% do not have access to a vehicle). A poorly designed transit system has historically reduced access to employment opportunities, and further segregated the Washington Neighborhood.

The Washington Neighborhood offers few outdoor recreation spaces. Shuttering contaminated buildings and fencing off polluted lots restricts the availability of land for open space. Reusing brownfields as playgrounds, parks, and trails will improve community livability.

ii. Cumulative Environmental Issues – Washington Neighborhood residents live among many former and existing manufacturing sites. The impacted area is currently home to multiple gas stations, body shops, dry cleaners, metal finishing companies, and fuel yards. Railroad tracks define the eastern edge of the Washington Neighborhood. The congested U.S. 61/151 highway is a major transportation route that lies just north of the Blum property. Alliant Energy owns and operates the coal-fired Dubuque Generating Station several blocks from the target property.

The area is highly monitored by EPA for air pollution, hazardous waste, and toxic releases. According to EPA's Envirofacts system, 197 facilities are regulated in Dubuque, including: 54 stationary sources of air pollution; 5 entities in the Hazardous Waste Report; 2 Superfund sites; 28 permitted dischargers of wastewater; 110 hazardous waste handlers; 19 businesses that use chemicals included on the Toxic Releases Inventory; and 3 companies dealing with chemicals such as polychlorinated biphenyls, asbestos and lead-based paint covered by the Toxic Substances Control Act. Dubuque's air quality is also approaching EPA non-attainment levels. Fine particles (PM 2.5) represent the greatest concern for the region. EPA's EJSCREEN tool shows Washington Neighborhood residents in the 60th percentile for PM 2.5, the 60th percentile for ozone, the 66th percentile in proximity to a major direct water discharger, the 71st percentile for lead paint indicators, the 92nd percentile in proximity to a Risk Management Plan facility, and the 92nd percentile for proximity to a National Priority List site.

iii. Cumulative Public Health Impacts – Brownfields contribute to disproportionate health impacts in the distressed Washington Neighborhood. The contaminated Blum property exacerbates the risk of cancer and non-cancer mortality for nearby low-income households, including the area's high concentrations of pregnant women and children under 5. A health needs assessment conducted by the City identified the Washington Neighborhood (a designated Medically Underserved Area) as "high risk." A 2012 American Cancer Society study found an elevated incidence of all cancers in the Dubuque region (476.2 per 100,000). According to the Dubuque County *Health Portrait 2014*, age-adjusted deaths from all cancer in Dubuque County are 180.47 per 100,000, compared to 175.03 for Iowa. In addition, while Dubuque County ranks 8th among Iowa's 99 counties in population, the University of Iowa's College of Public Health estimates that the area will place 5th for new incidences of cancer and tie for 5th in cancer-related deaths in 2017.

The Washington Neighborhood is home to populations sensitive to environmental contamination. More than 8% of Census Tract 1's population is under 5, compared to 5.9% citywide. Women aged 15-50 years old also give birth more frequently in the Washington Neighborhood (63 per 1,000 annually, compared to 53 per 1,000 nationwide). Several hazardous contaminants identified on the Blum property pose significant risks to these groups:

- Lead interferes with a variety of body processes and is toxic to many organs and tissues. Children's bodies absorb more lead than adults and their brains and nervous systems are more sensitive to lead's effects. Pregnant women are also highly vulnerable to lead exposure, which can result in miscarriage, reduced fetus growth and premature birth.
- Arsenic and arsenic compounds are carcinogenic to humans. Evidence suggests that inhaled or ingested inorganic arsenic can injure pregnant women and their unborn babies.
- The Center for Children's Environmental Health states that exposure to PAH pollution during pregnancy is related to adverse birth outcomes, including low birth weight, premature delivery, and heart malformations.
- Children's exposure to asbestos is concerning because early and long-term exposure increases the risk of developing lung disease and cancer.
- The developing fetuses of Washington Neighborhood pregnant women exposed to PCBs (a known carcinogen) can develop brain damage.

c. Financial Need

i. Economic Conditions – Dubuque is limited in its ability to clean up the Blum property without additional EPA assistance. Median household incomes are low in Dubuque (more than 10% lower than national and state levels), limiting the City's ability to raise local tax dollars. Among Dubuque's fiscal challenges are steadily decreasing lease payments from the Dubuque Racing Association, declining property lease revenues, the state legislature's property tax reform, the City's underperforming investment income, and lower-than-expected building permit issuances. Over the past few years, Dubuque's cost-saving measures have included cancelling capital projects, eliminating full-time jobs, and a hiring freeze. The City has also been forced to spend limited resources recovering from extensive storm and flood damages; the region has received six (6) Presidential Disaster Declarations since 2000. In addition to the concerns that communities nationwide are experiencing due to ongoing recovery from the economic downturn, the City has been forced to deal with costly floods and damages to critical infrastructure.

ii. Economic Effects of Brownfields – Brownfields contribute to the Washington Neighborhood's economic instability (see chart above). Census Tract 1, which is 32.0% minority compared to 10.6% for the City, experiences much higher poverty rates (31.8%) and significantly lower median household incomes ($23,814) than Dubuque (16.2%, $47,450), Iowa (12.5%, $53,183), and the United States (15.5%, $53,889). Education levels in Census Tract 1 are lower than the State and national averages; 18.4% of residents in the area have less than a high school degree, compared to 8.7% in Dubuque, 8.5% for Iowa, and 13.3% across the country. Transit, walking, and means of transportation other than a personal vehicle are also more important to Washington Neighborhood residents in Dubuque. More than 25% of Census Tract 1 workers 16 years and older commute by transit, walking, biking, and other alternative transportation modes, compared to 7.8% citywide.

For decades, the Blum property has hindered redevelopment of the Washington Neighborhood.

Blighted properties such as junkyard and metal recycling centers cripple the local tax base, cause property values to fall, and lead to further disinvestment. As new development moved to the outer fringes, the municipal burden to maintain underused infrastructure also increased.

2. PROJECT DESCRIPTION AND FEASIBILITY OF SUCCESS

a. Project Description

i. Existing Conditions – Dubuque seeks EPA Brownfields Cleanup funds to continue remediation at the contaminated Blum property at 411 East 15th Street, a former junkyard/metal recycling center. The 1.29-acre property, acquired by the City in December 2016, has been characterized with EPA Brownfields Assessment resources and found to contain high levels of lead, arsenic, PCBs, PAHs, and other pollutants in the soil. An inspection conducted during a Phase I ESA observed several concerns, including:

- Several 76-pound, heavily-corroded steel flask shipping containers of liquid mercury;
- Many apparent chemical spills, likely containing PCBs;
- Empty chemical drums;
- Leaking batteries, transformers, motors, and other automobile parts stored on the property, with associated staining on the ground;
- Hydraulic machinery that may contain PCBs with associated staining; and
- Stained pavement associated with past and present scrap material storage.

A subsequent Phase II ESA investigation (completed on October 4, 2016) identified the following hazardous materials in the soil and groundwater:

- One (1) PCB, one (1) TEH, seventeen (17) PAHs, nineteen (19) VOCs, and seven (7) RCRA metals were detected in the soil and seven (7) PCBs and one (1) VOC reported as non-detect concentrations above applicable statewide standards;
- One (1) TEH, two (2) PAHs, thirteen (13) VOCs, and three (3) RCRA metals were detected above laboratory reporting limits or were reported at non-detect values that exceed applicable statewide standards in the groundwater; and
- Fourteen (14) compounds detected in groundwater including two (2) PAHs and twelve (12) VOCs are sufficiently volatile and sufficiently toxic to present a vapor intrusion risk.
- Significant ACM was identified on the property.

Current structures on the property include two (2) four-story buildings. The property also contains piles of scrap metal.

A 2016 EPA Brownfields Cleanup grant is being used for ACM abatement and to remove, characterize, and dispose of an approximately 6'' thick layer of media, as well as the underlying concrete, that has accumulated on the basement floor of the main office building, containing exceedances of PCBs, waste oil, arsenic, and lead. The concentrations of contaminants in this media indicate that this material will likely be disposed of as hazardous waste. Dubuque is seeking 2017 Brownfields Cleanup dollars to address unacceptable levels of PCBs, waste oil, benzo(a)pyrene, arsenic, lead, and chromium concentrations in the soil at 411 East 15th Street.

ii. Proposed Cleanup Plan – As described in the attached Analysis of Brownfields Cleanup Alternatives (ABCA), four (4) remediation approaches were considered:

- Alternative #1: No action.

- Alternative #2: Capping after the completion of structure removal (including ACM mitigation and impacted surface material and debris in the basement of the office building) is an effective way to prevent recreational receptors that could come into direct contact with contaminated soils, building material, and debris currently located on the subject property, if the cap is maintained. However, direct contact risks for construction and utility workers who would be on-site for redevelopment still exist. In order to accommodate these risks and allow access to the area where contaminated soil has been identified, that soil would require chelation prior to capping. In addition, an institutional control (environmental covenant) would need to be recorded on the deed to prevent any uncontrolled digging or subsurface work (in order to meet the objective of eliminating the direct contact pathway of exposure). This institutional control would limit access to the site for authorized construction and properly trained utility workers to handle potentially contaminated soils.
- Alternative #3: Excavation with off-site disposal after the completion of structure removal (including ACM mitigation and impacted surface material and debris in the basement of the office building) is an effective way to eliminate risk at the subject property for all receptors and pathways while still allowing access to the subsurface for future development, as contamination will be removed and the exposure pathways will no longer exist. An environmental covenant could be included for any identified contamination beyond three (3) feet below ground surface outside of designated utility trench areas, if such contamination is identified.
- Alternative #4: Excavation with encapsulation of contaminated soil in an on-site berm after the completion of structure removal (including ACM mitigation and impacted surface material and debris in the basement of the office building) is an effective way to eliminate risk at the subject property for all receptors and pathways while still allowing access to the subsurface for future development, as contamination will be removed and the exposure pathways will no longer exist. An environmental covenant could be included for any identified contamination beyond three (3) feet below ground surface outside of designated utility trench areas, if such contamination is identified.

A hybrid of Alternatives #2 and #4 is the preferred method. These two methods are of roughly equivalent cost and meet the City's goals for redevelopment. Since the City plans to own, operate, and maintain this property over the long-term, restrictions to development or utility access in the form of environmental covenant is acceptable. The City cannot accept Alternative #1 as it does not address the identified risks. Alternative #3 is cost-prohibitive and would necessitate disposal of a large volume of material, occupying significant landfill capacity.

The City will enroll the Blum property into the Iowa Department of Natural Resources' (IDNR) Land Recycling Program. The City has contracted with qualified environmental professionals to comply with and submit all required Land Recycling Program documentation. A professional engineer will develop and review any necessary design and institutional control plans, as needed.

iii. Alignment with Revitalization Plans – Acquisition and cleanup of the Blum site builds on existing EPA-supported remediation efforts. Another Blum scrap yard/recycling facility (at 501 East 15th Street) was purchased in 2015, and is currently undergoing cleanup. Remediation efforts began at 411 East 15th Street with a 2016 EPA Brownfields Cleanup grant. The two

parcels will support recreational opportunities in a distressed neighborhood with little available outdoor space. Reuse plans for the subject properties include a bike trail waypoint, playground/athletic use area, public art display, and 5,500-square foot building to serve the adjoining Bee Branch Creek (see attached exhibit). The properties will also provide connectivity to the South Port area via the national Mississippi River Trail.

The creation of open space in the Washington Neighborhood is welcomed by residents, and aligns with local planning efforts. In 2004, the City and the Washington Neighborhood Association initiated the "Washington: *Revitalize!*" improvement program, which led to the creation of the Washington Neighborhood Plan. This Plan addresses both physical improvements to enhance livability, and programs necessary to provide less-advantaged citizens with the capacity to "access the ladder of economic opportunity that leads out of poverty." Redevelopment of the Blum property into recreational space supports that vision and encourages further revitalization of the Washington Neighborhood.

Washington Neighborhood revitalization is smart growth. Reusing the Blum property will make use of existing water, sewer, transportation, and utility infrastructure.

Revitalization of the Blum property also complements:

- The *Dubuque Sustainability Plan* guides government, business, non-profit, and individual actions in the community. Redevelopment of the Blum site will be shaped by the plan's 12 principles (Clean Water, Community Design, Community Health & Safety, Community Knowledge, Green Buildings, Healthy Air, Healthy Local Food, Native Plants & Animals, Reasonable Mobility, Regional Economy, Smart Energy Use, and Smart Resource Use).
- Dubuque adopted a *Unified Development Code* in 2010 "to encourage sustainable design and development." Reuse of the Blum site aligns with the Unified Development Code.
- Connecting a proposed bike trail on the Blum property to the national Mississippi River Trail supports Dubuque's *50% by 2030 Community Climate Action & Resiliency Plan*, which seeks to reduce the community's greenhouse gas emissions. Improvements to the pedestrian and bicycle trails network is also an objective of the Dubuque Metropolitan Area Transportation Study's *Long Range Transportation Plan 2040*.
- The *Dubuque Comprehensive Plan* encourages "redevelopment opportunities within the city in an effort to revitalize unused or underused property." Reuse of the Blum property supports the plan's goal to make green space, trails and recreational facilities easily accessible to residents at the neighborhood level.

Dubuque's redevelopment strategy aligns with EPA's goal to integrate sustainable and equitable reuse approaches into cleanup projects in the following ways:

- A bike trail on the Blum property will link with the Mississippi River Trail, connecting Washington Neighborhood residents with destinations across the city and beyond;
- Redevelopment will be integrated with the Jule bus system to increase transit ridership;
- Downtown revitalization leverages investment in the nearby Dubuque Intermodal Transportation Center, a new transit hub for the Jule bus system, as well as the future terminus of Amtrak operations;
- Green space on the Blum property provides recreational opportunities for residents of

affordable housing in the Washington Neighborhood;
- Open space will improve air and water quality, and enhance quality of life;
- Dubuque will utilize low-impact development on the Blum property to prevent stormwater run-off;
- Redevelopment in the Washington Neighborhood will recycle deconstructed materials during their restoration, thereby conserving resources.

Cleanup of the Blum site also supports environmental justice by:
- Remediating contaminants in a low-income neighborhood will limit exposure to hazardous substances, particularly for children and pregnant women, thereby reducing cancer and health risks;
- Brownfields cleanup will remove blight in the Washington Neighborhood and increase community pride; and
- Cleanup of the property supports further revitalization efforts in the Washington Neighborhood, creating economic opportunities for disadvantaged residents.

b. Task Descriptions and Budget Table

i. Task Descriptions

- Task 1 – Project Management: The project will involve management of the cooperative agreement. The project manager, who will serve as a liaison with EPA Region 7 and be responsible for assuring compliance with grant requirements, will serve at no burden to project funds, as no reimbursement for personnel is requested. Tasks include cleanup oversight and performance reporting.
- Task 2 – Community Engagement: A key project component is continued community engagement. In 2013, Dubuque received EPA Brownfields Assessment funding to begin characterizing contamination in the Washington Neighborhood, and to take reuse planning to the next level. The City established a Steering Committee and project teams (including area residents, business leaders, and non-profit officials) to lead that project. When Brownfields Cleanup funding was received for the adjacent property at 501 East 15th Street, those engagement groups were supplemented with additional Washington Neighborhood stakeholders. Dubuque continued to interact with the Steering Committee and project teams on the cleanup of the Blum property at 411 East 15th Street. Three (3) additional public meetings will be conducted throughout the project period to share information, collect feedback, and describe next steps. All Community Engagement costs will be borne by the City.
- Task 3 – Brownfield Cleanup: Cleanup activities have been initiated with a 2016 Brownfields Cleanup grant for 411 East 15th Street. Continued costs involved with Alternative #2 and 4 include hazardous waste remediation and excavation with off-site disposal. This approach has an estimated cost of approximately $850,000. Major additional costs include transportation and disposal of regulated soils. These activities will be conducted by qualified environmental professionals. City staff will manage the cleanup process at no burden to the grant funds.

Official cost share includes $40,000 of Task 3's cleanup expenses. Beyond the cost share requirements of the grant, the City will cover all of the personnel time devoted to Tasks 1-3 with local funds.

Specific outputs for the project include:

- Engagement with brownfields Steering Committee and project teams;
- Three (3) public meetings to share information, collect feedback, and describe next steps;
- Finalize ABCA and cleanup plan for Blum property; and
- Letter of cleanup completion from IDNR.

Project outcomes include improved health and welfare in the Washington Neighborhood, the creation of green space, new jobs created, dollars leveraged, and the promotion of further community revitalization. Progress will be tracked during the project and reported to EPA through the Assessment, Cleanup, and Redevelopment Exchange System (ACRES).

ii. Budget Table (Hazardous Substances)

Budget Categories	Project Tasks			
	Task 1: Project Management	Task 2: Community Engagement	Task 3: Brownfields Cleanup	TOTAL
Personnel	$0	$0	$0	**$0**
Fringe Benefits	$0	$0	$0	**$0**
Travel	$0	$0	$0	**$0**
Equipment	$0	$0	$0	**$0**
Supplies	$0	$0	$0	**$0**
Contractual	$0	$0	$240,000	**$240,000**
SUBTOTAL	**$0**	**$0**	**$240,000**	**$240,000**
Federal Request	$0	$0	$200,000	**$200,000**
Cost Share	$0	$0	$40,000	**$40,000**
TOTAL	**$0**	**$0**	**$240,000**	**$240,000**

c. Ability to Leverage – The City has extensive experience leveraging federal dollars with additional public and private resources. By way of example, EPA's $400,000 investment of Assessment and Cleanup grants in Dubuque's North Port revitalization was leveraged with more than $400 million in other federal and state dollars, including funding from DOT, HUD, the Economic Development Administration (EDA), State of Iowa, and investment capital. Dubuque has already begun to secure funding commitments to support Washington Neighborhood revitalization. To date, the following federal and state resources have been committed:

- This year, EPA provided Dubuque with a $200,000 Brownfields Cleanup grant to initiate remediation at 411 East 15th Street.
- In 2017, the National Park Service pledged $508,000 in Outdoor Recreation Legacy Partnership Program funds to increase open space in the Washington Neighborhood.
- Dubuque was awarded an EPA Brownfields Cleanup grant in 2016 to remediate an associated separate scrap yard/recycling facility across the street from the target site.
- In 2016, HUD awarded Dubuque more than $31 million in National Disaster Resilience Competition grant funding to rehabilitate vulnerable structures and improve infrastructure in the Washington Neighborhood.
- Dubuque received a $400,000 EPA Brownfields Assessment grant in 2013 to focus on contaminated sites in the Washington Neighborhood.
- In 2013, Dubuque's Bee Branch project was awarded $98.5 million from the Iowa Flood

Mitigation Board in the form of state sales tax increment financing spread over the next 20 years. When combined with other state and federal grants and local donations, the City has received over $127 million to help daylight a buried creek to protect 1,155 properties in the Washington Neighborhood from flooding.

- In 2013, Dubuque received technical assistance from EPA's Building Blocks for Sustainable Communities program to identify green infrastructure measures and better manage stormwater runoff and land use in the Washington Neighborhood.
- Dubuque received a $5.6 million DOT TIGER grant in 2010 and a $600,000 Federal Highway Administration (FHWA) Transportation, Community and System Preservation grant in 2012 to develop Complete Streets in the adjacent Historic Millwork District. This area's revitalization provides job opportunities for Washington Neighborhood residents.
- Dubuque was awarded a Federal Transit Administration (FTA) State of Good Repair grant in 2010 to purchase a fleet of new clean diesel buses that will operate within the project area. The City also received an $8 million FTA State of Good Repair grant in 2011 to construct a new intermodal facility that serves the Washington Neighborhood.

The following resources will be leveraged for redevelopment activities at 411 East 15th Street:

Source	Purpose/Role	Amount	Status
City of Dubuque, Engineering Department	In-kind services towards management of the cooperative agreement	$10,000	Secured
City of Dubuque, Community Engagement Coordinator	Management of public engagement activities	$3,000	Secured
City of Dubuque, Health Services Department	Outreach on public health outcomes of brownfields remediation	$3,000	Secured
City of Dubuque	Construction of bike trail waypoint, playscape/athletic use area, public art display, and 5,500-square foot building	$4.4 million	Pending

Dubuque is currently working with IDNR and EPA Region 7 to pursue resources for further brownfields efforts in the Washington Neighborhood. The City is working with Northeast Iowa Community College to pursue EPA Environmental Workforce Development and Job Training resources in 2017 to provide opportunities for area residents, including Dubuque's diverse and low-income populations. The City will also pursue additional EDA, HUD, DOT, and state funding to support infrastructure and housing development in the Washington Neighborhood.

3. COMMUNITY ENGAGEMENT AND PARTNERSHIPS

a. Engaging the Community – Dubuque recognizes the role of community engagement in project success. Representatives from the Washington Neighborhood, Greater Dubuque Development Corporation, Community Foundation of Greater Dubuque, East Central Intergovernmental Association, and Dubuque Area Chamber of Commerce are already participating on the established Steering Committee and project teams, which will help guide the continued cleanup of the Blum property. Staff will meet regularly with this group (initially and at least quarterly thereafter). The partners will also help engage residents and businesses.

A Community Engagement Team, formed following the 2013 EPA Brownfields Assessment

award, will continue to implement strategies to enhance public involvement. This team has already conducted reuse surveys with residents, which have led to the development of site diagrams with proposed improvements (see attached). The Community Engagement Team will help organize and host a series of three (3) additional public meetings during the project timeframe. Local outreach activities will target residents of the Washington Neighborhood, particularly households with sensitive populations (*e.g.*, pregnant women and children). The purpose of this engagement is to share information, collect feedback, and describe next steps on the Blum cleanup. Input will be also shape reuse of the property as a public space. Personnel from the City's Health Services Department and Mel Pins, Iowa's Brownfield Redevelopment Program manager, will share information with residents on the safety of remediated brownfields. All resident concerns regarding health, safety, and community disruption posed by the cleanup activities will be recorded and answered. Engagement activities will occur at convenient times, be centrally located, and provide child care to maximize public involvement.

Online tools will also be used to send and receive information. Web sites and social media will describe cleanup efforts, promote engagement opportunities, and showcase opportunities for community input. Dubuque will also communicate with the community through neighborhood gatherings, church groups, speaker's bureaus, newsletter mailings, web sites, social media, and other communication tools. All written outreach materials will be made available in English and Spanish. The proposed outreach tools are appropriate for the community, as Dubuque has used these communications methods with previous success.

b. Partnership with Government Agencies – Dubuque's Engineering Department will manage cleanup of the Blum property. The City's engineering team has experience with brownfields remediation and EPA grant administration. Reuse activities following cleanup will be coordinated between the Leisure Services and Public Works departments.

Dubuque has previous experience working with IDNR on brownfields. Mel Pins, Iowa's Brownfield Redevelopment Program manager, has been integrally involved in the City's previous EPA Assessment and Cleanup activities. Mel's role will be to provide technical assistance, share best practices, and review cleanup plans. The City will enroll the property into IDNR's Land Recycling Program. A qualified environmental professional will oversee the cleanup in conjunction with IDNR, and he/she will comply with and submit all required Land Recycling Program documentation. Dubuque will also seek to tap into additional state resources.

Dubuque's brownfields team also works closely with the City's Health Services Department and the Iowa Department of Public Health. City and State health officials will help coordinate efforts to communicate the health risks associated with the Blum property. Specific roles for health professionals will be to provide technical assistance, share lessons learned, identify sensitive populations in community, and ensure that cleanup approaches reduce risks to human health.

c. Partnerships with Community Organizations

i. Community Organization Descriptions & Roles

Organization	Brief Description	Project Roles & Commitments
Washington Neighborhood	Community leaders invested in the revitalization of the	Participating on the Steering Committee and project teams. Working with the City

community leaders	Washington Neighborhood.	to reach out to local businesses and community residents to ensure that cleanup benefits this low- and moderate-income neighborhood.
Greater Dubuque Development Corporation	A non-profit economic development organization focused on business retention and expansion, workforce development, and new business recruitment.	Participating on the Steering Committee and project teams. Working with the City to reach out to developers and financial institutions to make sure they are involved in leveraging resources in the target area.
Community Foundation of Greater Dubuque	A tax-exempt public charity that plays a major role in convening community leaders and making sure the public is involved and supports major initiatives.	Participating on the Steering Committee and project teams. Working with the City to ensure that the community is engaged in reuse planning. The Foundation will also explore opportunities to leverage charitable resources for the project.
East Central Intergovernmental Association	A regional council of governments working with member governments, their citizens and others to empower communities and enhance the quality of life.	Participating on the Steering Committee and project teams. Working with the City to ensure that brownfields reuse plans are integrated with the region's transportation, land use, and economic development plans.
Dubuque Area Chamber of Commerce	An organization representing the broad range of private sector business interests in the City.	Participating on the Steering Committee and project teams. Working with the City to provide widespread outreach and information to Dubuque's businesses.

ii. Letters of Commitment

See attached letters of commitment.

d. Partnership with Workforce Development Program – The City coordinated with Iowa's Region 1 Workforce Investment Board as the Request for Proposals for environmental consultants was prepared. Dubuque will continue to encourage its contractors to recruit and hire low-income residents from the impacted Washington Neighborhood.

4. PROJECT BENEFITS

a. Welfare, Environmental, and Public Health Benefits

Welfare

- Cleanup will increase community pride among Washington Neighborhood residents;
- Revitalization activities at the Blum property will encourage other residents and business owners to improve the appearance of their properties, and lift quality of life; and
- Creation of a pocket park on the Blum property will improve access to public open space for low-income residents;
- Elimination of blight in the Washington Neighborhood will decrease crime;
- Providing a connection with the Mississippi River Trail will help residents travel safely to other points within city and the region beyond; and

- Enhancing transportation alternatives will improve the mobility of Washington Neighborhood residents with no vehicle (more than 25% of households), providing greater access to employment, education, health care, and civic opportunities.

Environmental

- Brownfields cleanup supports the City's sustainability goals by promoting smart growth, reducing sprawl, and protecting green space;
- Cleaning up brownfields will improve air, surface water, groundwater, and soil quality;
- Remediation efforts will eliminate exposure pathways for Mississippi River aquatic life;
- Recycling of building materials during demolition will reduce landfill waste;
- Green infrastructure on revitalized sites will help store rainwater where it falls, prevent flooding and reduce polluted stormwater runoff; and
- Redevelopment will support residents who choose not to own a vehicle, which thereby decreases fuel use and reduces greenhouse gas emissions and climate impacts.

Public Health

- Excavating soils will eliminate direct contact with, inhalation of and indoor vapor intrusion by harmful contaminants (lead, arsenic, PAH, PERC, ACM);
- A City ordinance preventing the installation of private wells on the site will sever the groundwater ingestion pathway of hazardous materials;
- Removing contaminants will reduce the risk of cancer and non-cancer health hazards, particularly for high concentrations of vulnerable populations such as children and pregnant women in the Washington Neighborhood;
- Reuse of the site as a recreation facility will encourage active living and improve health outcomes in a "high risk," Medically Underserved Area; and
- Cleaning up contaminants will reduce run-off pollution into the Mississippi River, thereby protecting the health of those dependent on the river for subsistence fishing.

b. Economic and Community Benefits – Washington Neighborhood revitalization efforts will create tremendous economic and non-economic benefits. Redevelopment of the Blum property and other brownfields will produce economic benefits including new jobs, increased tax revenues, and higher property values. Concentrated efforts in the Washington Neighborhood will also signal to developers that the City is committed to reversing the area's decline.

Reuse plans for the Blum property include a bike trail waypoint, playscape/athletic use area, and public art display. This public park will provide significant non-economic benefits, including improved recreational access, increased transportation choice via the trail network, reduced health disparities due to more active living, and enhanced quality of life.

5. PROGRAMMATIC CAPABILITY AND PAST PERFORMANCE

a. Audit Findings – Dubuque has an exemplary record of managing federal funds, and has never been cited for any adverse audit findings from an Office of Management and Budget (OMB) Circular A-133 audit. The City has also never been required to comply with special "high risk" terms or conditions under OMB Circular A-102.

b. Programmatic Capability – Dubuque has a long track record of successfully managing community projects. Key to this effort is the development of a detailed work plan with clear milestones and responsibilities. This will be developed at an initial meeting, including

participation from Mayor Roy Buol, the City Manager, the City Engineer, and other key staff. Mel Pins, Iowa's Brownfield Redevelopment Program Executive Officer, will also be invited to participate. The meeting will identify goals and strategies, and responsibilities within the work plan will be well-defined and delineated. Performance measures will help to track progress. To ensure that the project is on schedule, status updates will be incorporated into the City's existing reporting structure. Monthly reports will be provided to the City Manager. In addition, staff will meet regularly with key partners, including representatives from the Washington Neighborhood, Greater Dubuque Development Corporation, Community Foundation of Greater Dubuque, East Central Intergovernmental Association, and Dubuque Area Chamber of Commerce.

The City has the expertise necessary to manage the project. A project manager will lead all teams and will be invested with the authority necessary to complete the project. Project management duties will be assigned to Steve Sampson-Brown, a Program Manager in Dubuque's Engineering Department. Steve is civil engineer who has overseen numerous capital improvement projects, including existing brownfields cleanup activities at 501 East 15th Street and 411 East 15th Street. His areas of expertise include budget monitoring, contract execution, overall project quality control, and collaborative problem solving. Steve has experience managing federal funding (he currently administers the EPA Cleanup grants). He will serve as a liaison between EPA Region 7 and Dubuque, and will be responsible for assuring compliance with the administrative and reporting requirements of the cooperative agreement. Steve will lead all community engagement activities and will be responsible for hiring and managing paid consultants.

The City is using a team approach to ensure that project work is not dependent on just a few key personnel. Two (2) project teams have already been established with EPA Assessment funds. A Community Engagement Team will continue to implement strategies to enhance the involvement of citizens in the redevelopment of the Washington Neighborhood. The Community Engagement Team will be composed of members of various City departments, as well as members of community associations, the business community, education sector, nonprofit field, and other stakeholders. A second Technical Team will support cleanup activities at the Blum property.

Steve will be supported by qualified interdepartmental staff, including the Economic Development Director, Planning Services Manager, Sustainability Coordinator, Human Rights Director, Community Engagement Coordinator, Human Relations Specialist, Multi-cultural Family Center Director, Finance Director, City Attorney, and Intercultural Competency team members. The project will be staffed with employees who work well together to accomplish project goals. This redundancy will ensure that milestones will be achieved, even in the event of employee turnover. Should new staff need to be recruited during the project, Dubuque will seek candidates who have previous experience with brownfields redevelopment. Open positions will be filled quickly, and new staff members will be assimilated into the team structure. The team approach will help accelerate the learning curve of any new employees.

With 2016 Brownfields Cleanup funds, Dubuque contracted with HR Green to initiate cleanup activities at 411 East 15th Street, following local and EPA procurement requirements. HR Green will support community engagement activities; engage with IDNR's Land Recycling Program; finalize cleanup plans; remediate hazardous materials; and conduct off-site disposal.

c. Measuring Environmental Results: Anticipated Outputs/Outcomes – Dubuque will systematically track and measure project progress. Internal project management software will be used to help ensure that cleanup activities are moving along, and that project outputs and outcomes are being achieved. The project manager will be responsible for this performance measurement. Output and outcome data will be routinely entered into ACRES.

d. Past Performance

i. Currently or Has Ever Received an EPA Brownfields Grant –

1. Accomplishments

- **Assessment –** Contracted with HR Green; four (4) community meetings including two with public at-large and two (2) Council presentations; two (2) Community Engagement Team meetings; eighty-five (85) brownfields sites identified; eighteen (18) Phase I ESAs completed; and ten (10) Phase II ESA completed.
- **Area-Wide Planning –** Contracted with Shive Hattery, Inc.; numerous stakeholder meetings; developed target industries analysis and infrastructure needs assessment; and land use plan created.
- **Cleanup at 501 East 15th Street –** Contracted with HR Green; Numerous stakeholder meetings; ACM abatement and hazardous waste removal has been bid; approved QAPP and work plan, and developed reuse concepts.
- **Cleanup at 411 East 15th Street –** Contracted with HR Green; and negotiated approved work plan with EPA Region 7.

All outputs and outcomes have been accurately inputted into EPA's ACRES reporting system.

2. Compliance with Grant Requirements

- In 2013, the City was awarded a $400,000 EPA Brownfields Assessment grant. The funding supported brownfields assessments in the Historic Millwork District, Washington Neighborhood, and South Port. The grant period was scheduled from October 1, 2013 to September 30, 2017. The project received a one-year extension of its Cooperative Agreement due to unanticipated complications associated with site eligibility requests in the South Port area. It was completed on-budget.
- In 2015, Dubuque was awarded a $200,000 EPA Brownfields Area-Wide Planning grant for the South Port. The grant period was scheduled from September 1, 2015 to September 30, 2017. The project is complete and all grant funds were expended.
- In 2016, Dubuque was awarded a $200,000 EPA Cleanup grant for remediation activities at 501 East 15th Street. The grant period is scheduled from October 1, 2016 to September 30, 2018. Approximately $190,000 of Cleanup funds remain, all of which will be expended by the end of the grant period.
- In 2017, Dubuque was awarded a $200,000 EPA Cleanup grant for remediation activities at 411 East 15th Street. The grant period is scheduled from October 1, 2017 to September 30, 2019. The entirety of these Cleanup funds remains, all of which will be expended by the end of the grant period.

A work plan was established for all grant efforts. All grant requirements have been met, including the filing of quarterly reports. Dubuque has established a cooperative relationship with EPA Region 7. Project data is also routinely being submitted into ACRES.

Documentation of Leverage

Documentation of Leverage

In-kind services to manage cooperative agreement (no EPA funds are requested for personnel)

- City memo

In-kind services to conduct public engagement activities (no EPA funds are requested for personnel)

- City memo

In-kind services for public health outreach of brownfields remediation (no EPA funds are requested for personnel)

- City memo

Future grant requests and City support for recreational features at at 411 East 15th Street

- City memo

2017 EPA Brownfields Cleanup grant for remediation activities at 411 East 15th Street in Washington Neighborhood ($200,000)

- EPA fact sheet

2017 NPS Outdoor Recreation Legacy Partnership Program grant for park amenities in Washington Neighborhood ($508,000)

- NPS press release

2016 HUD National Disaster Resilience Competition grant to rehabilitate vulnerable structures and improve infrastructure in the target area ($31.5 million)

- City press release

2016 EPA Brownfields Cleanup grant for remediation activities at 501 East 15th Street in Washington Neighborhood ($200,000)

- EPA fact sheet

2015 EPA Brownfields Area-Wide Planning grant to provide economic development opportunities for Washington Neighborhood residents ($200,000)

- EPA press release

2013 EPA Brownfields Assessment funding to support characterizing contamination in the Washington Neighborhood ($400,000)

- EPA fact sheet

2013 Iowa Flood Mitigation Board grant to daylight the Bee Branch Creek and prevent Washington Neighborhood flooding ($98.5 million)

- News article

2013 EDA Disaster Relief grant to daylight Bee Branch Creek and prevent Washington Neighborhood flooding ($1.2 million)

- EDA press release

2013 EPA Building Blocks technical assistance award for green infrastructure and water quality improvements

- EPA press release

2012 FHWA Transportation, Community and System Preservation grant to develop Complete Streets in the adjacent Millwork District ($600,000)

- FHWA fact sheet

2011 FTA State of Good Repair grant in to construct a new intermodal facility to serve the Washington Neighborhood ($8 million)

- FTA fact sheet

2010 TIGER grant to develop downtown Complete Streets ($5.6 million)

- DOT press release: "U.S. Transportation Secretary LaHood Participates in Ribbon Cutting for Dubuque Millwork District TIGER Project"

2010 EPA Climate Showcase Communities grant in to develop online to tools to help residents and businesses in the project areas save energy and money through reductions in vehicle miles traveled, water use, electricity, natural gas, and waste ($473,136)

- EPA Smarter, Sustainable Dubuque fact sheet

THE CITY OF DUBUQUE
Masterpiece on the Mississippi

Dubuque All-America City NATIONAL CIVIC LEAGUE 2007·2012 2013·2017

To: U.S. Environmental Protection Agency

From: Teri Goodmann, Assistant City Manager

Re: Leveraging Commitments for EPA Brownfields Assessment Grant

Date November 16, 2017

This memo is to confirm several committed sources of leveraged funds for the City of Dubuque's application to the U.S. Environmental Protection Agency (EPA) to support cleanup efforts at 411 East 15th Street.

- The City is requesting no personnel expenses to manage the cooperative agreement. Dubuque will cover all staff expenses. The value of that time over the three-year cooperative agreement is estimated at $10,000.

- Dubuque's Community Engagement Coordinator will be involved in supporting the project's public engagement activities. The value of that time over the three-year cooperative agreement is estimated at $3,000.

- The City's Health Services Department will participate in engagement efforts and share information with residents on the safety of remediated brownfields. The value of that time over the three-year cooperative agreement is estimated at $3,000.

- Recreational reuse is planned for the site. Dubuque is committed to constructing the planned $4.4 million project. That funding will be derived from grant sources and local revenue.

- The City plans to pursue a number of grant and loan opportunities during the project timeframe:

    - Dubuque will pursue other Iowa funds for cleanup in the Washington Neighborhood.

    - The City is partnering with Northeast Iowa Community College to submit an EPA Environmental Workforce Development and Job Training grant.

Brownfields 2017 Cleanup Grant Fact Sheet
Dubuque, IA

EPA Brownfields Program

EPA's Brownfields Program empowers states, communities, and other stakeholders to work together to prevent, assess, safely clean up, and sustainably reuse brownfields. A brownfield site is real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. In 2002, the Small Business Liability Relief and Brownfields Revitalization Act was passed to help states and communities around the country cleanup and revitalize brownfields sites. Under this law, EPA provides financial assistance to eligible applicants through four competitive grant programs: assessment grants, revolving loan fund grants, cleanup grants, and job training grants. Additionally, funding support is provided to state and tribal response programs through a separate mechanism.

Cleanup Grant

$200,000 for hazardous substances

EPA has selected the City of Dubuque for a brownfields cleanup grant. Hazardous substances grant funds will be used to clean up the Blum Property at 411 East 15th Street. The 0.3-acre cleanup site was occupied by a coffin company from 1884 until 1909, and later operated as a junkyard and metal recycling center from the 1950s until 2016. The site is contaminated with metals, PCBs, arsenic, and polycyclic aromatic hydrocarbons. Grant funds also will be used to conduct community outreach activities.

Contacts

For further information, including specific grant contacts, additional grant information, brownfields news and events, and publications and links, visit the EPA Brownfields Web site (http://www.epa.gov/brownfields).

EPA Region 7 Brownfields Team
(913) 551-7265
EPA Region 7 Brownfields Web site
(https://www.epa.gov/brownfields/brownfields-and-land-revitalization-iowa-kansas-missouri-nebraska-and-nine-tribal)

Grant Recipient: City of Dubuque, IA
(563) 589-4272

The information presented in this fact sheet comes from the grant proposal; EPA cannot attest to the accuracy of this information. The cooperative agreement for the grant has not yet been negotiated. Therefore, activities described in this fact sheet are subject to change.

United States
Environmental
Protection Agency
Washington, DC 20450

Solid Waste
and Emergency
Response (5105T)

EPA 560-F-17-047
May 2017

Interior Announces $13.3 Million for Improvements to Local Parks and Recreation in 22 Cities

Image courtesy of U.S. Fish & Wildlife Service

News Release Date: July 19, 2017

Contact: Tom Crosson (/common/utilities/sendmail/sendemail.cfm?o=5F8DD4B69CC090BF86B400BCF6198BA3568E088853A0&r=/orgs/1207/07-19-2017-orlp-grants.htm), National Park Service, 202-208-6843

Contact: Department of the Interior Press Office (/common/utilities/sendmail/sendemail.cfm?o=628BCFBE8FDAA0AEAB8B01AAEA048BA4498E088B53BFC2985009&r=/orgs/1207/07-19-2017-orlp-grants.htm)

(Press Release originally distribted by the **Department of the Interior Press Office (https://www.doi.gov/news)***)*

Public-Private Partnership Benefit Underserved Communities

WASHINGTON – The U.S. Department of the Interior and the National Park Service announced today $13.3 million through the Outdoor Recreation Legacy Partnership (ORLP) program to assist 22 cities in 17 states with projects to plan, build, and enhance parks and other outdoor recreation facilities in underserved communities. These public-private partnerships leverage $13.3 million in federal funding with $21.2 million from local governments, private firms, and non-profit organizations to improve accessibility of playgrounds, create canoe and kayak launches and fishing piers, restore vacant industrial land for park uses, and make other important investments in parks across the country.

“Every kid deserves the opportunity to get outside and play. Whether it's downtown Detroit or rural Wyoming, investing in public lands is an investment in communities. The Outdoor Recreation Legacy Partnership program is an innovative public-private-partnership which revitalizes communities through improving infrastructure, creating jobs, and enhancing neighborhoods,” said **U.S. Secretary of the Interior Ryan Zinke**. “It connects people to the great outdoors by encouraging and enabling a variety of recreational opportunities in underserved communities.”

The ORLP is funded through the Land and Water Conservation Fund (LWCF). For more than 50 years, the LWCF has invested revenue from federal offshore oil and gas royalties into more than 40,000 outdoor recreation facilities and conservation projects in every state.

Congress created the ORLP program, in 2014 to complement the agency's existing LWCF State and Local Assistance Program. The program, administered by the National Park Service, seeks to identify and highlight new ways of providing opportunities for expanding outdoor play in areas with great need, as well as promoting the development of new or enhanced partnerships for outdoor recreation in urban communities across the nation. The grants must be matched at a minimum 1:1 ratio, at least doubling the impact of the federal investment in these communities.

The complete list of ORLP grants are listed below. For more information about LWCF and these grants, visit **www.nps.gov/subjects/lwcf/index.htm (https://www.nps.gov/subjects/lwcf/index.htm)**.

Recipient	State	Project Title	Federal Amount
Municipality of Anchorage	Alaska	Development of Muldoon Town Square Park	$750,000
City of San Francisco	California	Bay View Park Playground Improvement Project	$375,225
East Bay Regional Park District	California	Bay Point Wetland Restoration and Public Access Project	$750,000
City of Hartford	Connecticut	Renovation of Colt Park Athletic Fields	$750,000
City of Wilmington	Delaware	Father Tucker Park Playground and Spray Pad	$306,447
City of Atlanta	Georgia	Enota Park Development	$600,000
City of Dubuque	Iowa	Comiskey Park Development	$508,000
City of Baltimore	Maryland	Youth Campground Improvements in Gwynns Falls Leakin Park	$750,000

Michigan DNR (Detroit)	Michigan	Belle Isle Park Multi-Use Looped Trail Development	$750,000
City of Duluth	Minnesota	Lincoln Park Restoration	$750,000
City of Columbia	Missouri	Clary-Shy Park Urban Demonstration Farm	$400,000
St. Louis Co. Port Authority	Missouri	Sparta Court Soccer Fields	$450,000
City of Camden	New Jersey	North Camden Waterfront Park	$ 750,000
City of Newark	New Jersey	Jesse Allen Park	$750,000
City of Raleigh	North Carolina	Central Plaza John Chavis Memorial Park Revitalization	$747,600
Metroparks of the Toledo Area	Ohio	Manhattan Marsh park Development	$475,000
City of Austin	Texas	Edward Rendon Sr Metro Park - further development	$750,000
City of Houston	Texas	Buffalo Bend Hidalgo Park Greenway	$750,000
City of Burlington	Vermont	New Neighborhood Park on Burlington's Waterfront Land Acquisition	$500,000
King County Parks	Washington	Skyway Park Revitalization	$369,626
Metro Parks Tacoma	Washington	Swan Creek Park Trail Network	$750,000
Milwaukee Rec/Public Schools	Wisconsin	Burnham Park Redevelopment Project	$399,255
Total	**$13,381,153**		

www.nps.gov (http://www.nps.gov/)

About the National Park Service. More than 20,000 National Park Service employees care for America's 417 national parks and work with communities across the nation to help preserve local history and create close-to-home recreational opportunities. Visit us at ***www.nps.gov*** **(http://www.nps.gov/)**, *on Facebook* ***www.facebook.com/nationalparkservice*** **(http://www.facebook.com/nationalparkservice)**, *Twitter* ***www.twitter.com/natlparkservice*** **(http://www.twitter.com/natlparkservice)**, *and YouTube* ***www.youtube.com/nationalparkservice*** **(http://www.youtube.com/nationalparkservice)**.

Last updated: July 25, 2017

EXPERIENCE MORE

SUBJECTS

Digital (/subjects/digital/index.htm)

CONTACT:
Mayor Roy D. Buol
563-564-5455
rdbuol@cityofdubuque.org

NEWS RELEASE

Jan. 22, 2016 – FOR IMMEDIATE RELEASE

Dubuque Awarded $31.5 Million in Disaster Resiliency Funds

DUBUQUE, Iowa – The U.S. Department of Housing and Urban Development (HUD) has awarded the City of Dubuque $31.5 million to assist Bee Branch Watershed homeowners in repairing and "flood-proofing" their homes and for stormwater infrastructure improvements.

The City of Dubuque partnered with the State of Iowa to apply for federal funds through the final phase of the National Disaster Resilience Competition (NDRC). This nearly $1 billion competition invited communities that have experienced natural disasters in 2011, 2012, or 2013 to compete for funds to help them rebuild and increase their resilience to future disasters.

"Dubuque is extremely grateful to receive such significant support for our resiliency and flood mitigation efforts," said Dubuque Mayor Roy D. Buol. "We are proud to partner with the State of Iowa and we appreciate HUD's acknowledgment of our comprehensive, collaborative approach to risk management and water quality. This competition is a great example of the federal government supporting the efforts of local and state governments to address flooding issues."

HUD awarded $96.9 million in National Disaster Resilience Competition funds to Iowa through the competition. Of the 40 applicants invited to the final round of the competition, Iowa's application was one of 13 to be awarded funding. Dubuque was part of the Iowa Economic Development Authority's application, which outlined the "Iowa Watershed Approach" (IWA), a watershed-scale program based on a holistic approach recognizing that: 1) heavy precipitation and flooding events are increasing in frequency; 2) upstream activities impact downstream communities; 3) upstream and downstream communities need to voluntarily work together; 4) when possible, flooding should be addressed at its source, using science-based, reasonable, cost-effective practices; 5) improving community resilience to floods requires risk mitigation and community-directed initiatives and planning; and 6) program strategies must also respect,

protect, and sustain Iowa's valuable agricultural economy, which provides food, fuel, and fiber for the world and sustains family incomes for many Iowans.

The Iowa Watershed Approach has six specific goals: 1) reduce flood risk; 2) improve water quality; 3) increase resilience; 4) engage stakeholders through collaboration and outreach/education; 5) improve quality of life and health, especially for vulnerable populations; and 6) develop a program that is scalable and replicable throughout the Midwest and the United States.

Dubuque's portion of the application highlighted the need to address remaining impacts from the flooding experienced in downtown Dubuque and continuing vulnerabilities to future flooding. The grant funds will help with home maintenance and renovations to decrease environmental health and safety issues from flooding such as dampness and mold growth, electrical hazards, and structural issues. A comprehensive "Bee Branch Healthy Homes Resiliency Program" was outlined to help Dubuque residents meet unmet structural needs and empower individuals to be part of the creation of more resilient housing through onsite stormwater management principles and sustainable, healthy homes behaviors.

More specifically, Dubuque's portion of the application detailed the following components:

- **Single & Multi-Unit, Rental and Owner-Occupied Residential Rehabilitations:** The proposed program includes $8.4 million for the rehabilitation of 320 housing units, including owner-occupied homes, single-unit rentals, and small, multi-family residential units, all within the targeted Bee Branch Watershed areas. The program's rehabilitation projects are expected to generate significant work for local contractors and vendors. The City's contribution to this component of the project will be $800,000 in already budgeted Lead and Healthy Homes Program funds.
- **Bee Branch Railroad Culvert Infrastructure Improvements**: The proposed improvements total $9 million and involve the installation of six 8-foot diameter culverts to convey stormwater from the Upper Bee Branch Creek (currently under construction) through Canadian Pacific railroad right-of-way to the Lower Bee Branch Creek. The total cost for this component of the Bee Branch Project is estimated at $18 million, with the remaining funds already in the City budget.
- **West Locust Street Storm Sewer Improvements:** These improvements total $2.6 million and will increase the capacity of the West Locust Street corridor stormwater management system by constructing a storm sewer from 17th Street toward Rosedale Avenue.

- **Kaufmann Avenue Storm Sewer Improvements:** These improvements total $11.5 million and will increase capacity of the stormwater management system in this area (from Central Avenue to Kane Street) by constructing a storm sewer with 80 stormwater drains.

The City of Dubuque's contribution toward the three infrastructure projects is $21.6 million in the form of already budgeted Bee Branch Watershed Flood Mitigation Project improvements. The City's other contribution to the program is a $100,000 Microloan Program, which will utilize Community Development Block Grant (CDBG) funds for strategic microeconomic lending to businesses in the targeted neighborhood.

The NDRC funds are scheduled to be disbursed to recipient communities in March 2016 and the City intends to implement the plans over the next several years. The program will include the addition of up to five grant-funded staff for the 2-4 year lifetime of the grant. City staff will develop plans for community outreach related to the Bee Branch Healthy Homes Resiliency Program to identify eligible properties.

City staff from the City Manager's Office, Housing and Community Development, Engineering Department, Office of Sustainability, Planning Services Department, and Health Services Department worked on the grant application, with assistance from the East Central Intergovernmental Association.

# # #

To view HUD's Jan. 21, 2016, funding announcement, visit:
http://portal.hud.gov/hudportal/HUD?src=/press/press_releases_media_advisories/2016/HUDNo_16-006

For additional background on the National Disaster Resiliency Competition, visit:
https://www.hudexchange.info/programs/cdbg-dr/resilient-recovery/

For background on Dubuque's Bee Branch Creek Watershed Flood Mitigation Project, visit:
www.cityofdubuque.org/beebranch

Brownfields 2016 Cleanup Grant Fact Sheet
Dubuque, IA

EPA Brownfields Program

EPA's Brownfields Program empowers states, communities, and other stakeholders to work together to prevent, assess, safely clean up, and sustainably reuse brownfields. A brownfield site is real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. In 2002, the Small Business Liability Relief and Brownfields Revitalization Act was passed to help states and communities around the country cleanup and revitalize brownfields sites. Under this law, EPA provides financial assistance to eligible applicants through four competitive grant programs: assessment grants, revolving loan fund grants, cleanup grants, and job training grants. Additionally, funding support is provided to state and tribal response programs through a separate mechanism.

Cleanup Grant

$200,000 for hazardous substances

EPA has selected the City of Dubuque for a brownfields cleanup grant. Hazardous substances grant funds will be used to clean up the Blum property at 501 East 15th Street. The 0.2-acre site has operated as a scrap yard and recycling facility since 1962 and is contaminated with polycyclic aromatic hydrocarbons, metals, and volatile organic compounds. Grant funds also will be used to support community outreach activities.

Contacts

For further information, including specific grant contacts, additional grant information, brownfields news and events, and publications and links, visit the EPA Brownfields Web site (http://www.epa.gov/brownfields).

EPA Region 7 Brownfields Team
(913) 551-7786
EPA Region 7 Brownfields Web site
(https://www.epa.gov/brownfields/brownfields-and-land-revitalization-iowa-kansas-missouri-nebraska-and-nine-tribal)

Grant Recipient: City of Dubuque, IA
(563) 589-4393

The information presented in this fact sheet comes from the grant proposal; EPA cannot attest to the accuracy of this information. The cooperative agreement for the grant has not yet been negotiated. Therefore, activities described in this fact sheet are subject to change.

United States
Environmental
Protection Agency
Washington, DC 20450

Solid Waste
and Emergency
Response (5105T)

EPA-560-F-16-055
May 2016

EPA United States Environmental Protection Agency

Newsroom

News Releases from Headquarters

EPA Selects 20 Communities for Brownfield Grants to Revitalize Communities, Strengthen Local Economies

Release Date: 03/09/2015
Contact Information: George Hull, Hull.george@epa.gov, 202-564-0790, 202-631-6957

WASHINGTON – Today, the U.S. Environmental Protection Agency (EPA) announced the selection of 20 communities in 16 states receiving approximately $4 million in Brownfields Area-Wide Planning (AWP) grants for cleanup and reuse of Brownfields sites to revitalize communities and strengthen local economies.

Modeled after New York State's Brownfields Opportunity Area (BOA) Program and part of the Partnership for Sustainable Communities—a interagency partnership between the U.S. Department of Transportation, Department of Housing and Urban Development and EPA-- these grants recognize that successful, sustained community revitalization, particularly in economically distressed communities, occurs when neighborhood stakeholders, local governments and the private sector are provided tools to develop a shared plan for redevelopment and community-wide improvement.

The agency made the announcement at a press conference in Huntington, W.Va.; the city plans to use its $200,000 AWP grant to help launch the Advanced Manufacturing & Polymer Commercialization Center, a hi-tech campus that will develop innovative new technologies, create new jobs, and lead to the redevelopment of vacant and polluted brownfields on the Ohio River. The EPA grant will help the city build a 21st century advanced manufacturing economy.

"Every region of the country from the Pacific Northwest to the deep south to the midwest Rust Belt and New England has communities that are new AWP recipients, ranging from a community of just over 1000 people to large urban neighborhoods," said **Mathy Stanislaus, assistant administrator for EPA's Office of Solid Waste and Emergency Response**. "The selected grantees have demonstrated a strong vision and partnership to catalyze brownfield redevelopment as a pathway to transform their communities into vibrant destinations for housing, manufacturing, and transit-oriented development."

"The U.S. Economic Development Administration (EDA) has a longstanding and productive history of working with the Environmental Protection Agency in assisting communities undergoing economic transformation," said **U.S. Assistant Secretary of Commerce for Economic Development Jay Williams**. "EPA's Area Wide Planning grants can help identify potential areas for EDA investment, both of which are intended to create conditions for private investment and job creation."

"The Area Wide Planning Grants emerged out of the early years of the HUD-DOT-EPA Partnership for Sustainable Communities," said **Harriet Tregoning, Director of the U.S. Housing and Urban Development Office of Economic Resilience**. "This year's awardees continue the tradition of comprehensive approaches to community-based problem solving and revitalization. We are thrilled to support our EPA colleagues as the agencies work in partnership with local communities in places as diverse as California's Central Valley, rural Washington, and the Bronx to build more resilient communities that grow our nation's economy."

EPA is awarding up to $200,000 per recipient to work with communities on Brownfields planning activities and reuse in conjunction with community assets such as housing, recreation and open space, employment, education and health facilities, social services, transportation options, infrastructure and commerce needs. The area-wide planning approach recognizes that revitalization of the area surrounding Brownfield sites is also critical to the successful reuse of the property. The approach enables local leaders to conduct a community-wide systematic approach to identify uses and improvements in the area to foster public-private redevelopment efforts. This inclusive, locally driven planning approach advances health and equity by fostering plans for livable communities through jobs, recreation, housing, and an increased tax base.

Considered reuses of Brownfield sites include advanced manufacturing businesses, recreation hubs, mixed-income housing, community centers that serve youth and unskilled workers, leveraging existing infrastructure to support a walkable, transit-oriented community and capitalizing on Tax Increment Finance (TIF) districts. This group is also leveraging partnerships with local universities, community groups, local health facilities, local businesses and other neighborhood-based nonprofit groups.

This is the third round of grants awarded under the Brownfields AWP program. The 2010 pilot program, where approximately $4 million was awarded to fund AWP plan development in 23 communities, has leveraged approximately $418 million in infrastructure and project development investments.

Several of the selected communities—Milwaukee and Racine, Wisconsin; Portland, Maine; Rochester, New York; and Pittsburg, Kansas-- participate in the Economic Development Administration's (EDA) Investing in Manufacturing

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12/16/2015 EPA Reports: Automakers Beat Greenhouse Gas Emissions Standards for Third Straight Year - Fuel economy steady at highest level ever recorded
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12/07/2015 EPA and the Environmental Law Institute Cosponsor Public Seminar: CERCLA @35: Looking Back, Looking Forward
12/03/2015 J.R. Simplot Company to Reduce Emissions at Sulfuric Acid Plants in Three States

Communities Partnership. Others are recipients or key partners of the Partnership for Sustainable Communities. These programs seek to leverage and build upon the resources already in the communities and the AWP grants will complement these targeted efforts. Building on federal partnership efforts, DOT has committed to prioritizing communities who use the outcomes of the AWP process to inform subsequent transportation projects in the DOT's TIGER grant selection process. Not only will this new grant award ensure a robust approach to brownfields reuse, it may also assist the community in securing additional resources to implement the plan.

2015 Area-Wide Planning grants provide funding for the planning of the following reuse activities:

- **Camden Redevelopment Agency (NJ) -** 60 mixed-income rental housing units.
- **City of Cheyenne, WY -** Expanding greenspace, increasing housing options and improving pedestrian amenities.
- **City of Dubuque, IA -** South Port area as a "new downtown neighborhood", w/ expanded Mississippi Riverwalk in transit-oriented environment. Estimate 300 new jobs and $100 M increase tax revenue.
- **City of Duluth, MN -** Attract new industrial-based businesses; turn Raleigh St. into a Complete Street; public access to river and recreation; and greenspace.
- **City of Fresno, CA -** Interest in economic redevelopment/attracting new businesses with its location near highways; a focus on community centers serving youth/unskilled workers; and building on city bicycle and other pedestrian master plans.
- **City of Hickory, NC –** the reuse plan includes residential and commercial projects to connect the industrial area and the neighborhoods to the north.
- **City of Huntington, WV -** Anchor is Marshall U. baseball field; hub of sports centers, recreation and area for advanced manufacturing - 3D printing/engineering.
- **City of Lawrence, MA -** Recreation/open space, trail connectivity and encouraging economic development.
- **Redevelopment Authority of the City of Milwaukee -** Estimate creating approximately 1700 jobs in project area by focusing redevelopment on manufacturing uses related to water technologies and others; creating more public access points; preserving a bike trail and creating additional habitat.
- **City of New Bedford, MA -** Recreational space and attracting economic redevelopment – the city anticipates linking into commuter rail scheduled to be built.
- **City of Pittsburg, KS -** Business and/or residential housing.
- **City of Racine, WI -** River access/trails, greenspace, capitalize on TIF district to attract new investment/redevelopment.
- **City of Rochester, NY -** Housing, institutional or commercial reuse.
- **City of Spokane, WA -** Support existing Hillyard neighborhoods to create a "live-and-work community." Take advantage of an under-construction freeway and existing rail lines to become a multi-modal freight hub and possibly some residential areas.
- **City of St. Helens, OR -** Public riverfront access, environmental restoration, and economic development.
- **City of Whitewright, TX -** Expand business district for light industrial and commercial use.
- **Greater Portland Council of Governments (ME) -** Options include affordable housing, an expansion of an existing urban farm, and/or the construction of a new building with retail and commercial space.
- **Mississippi Conference of Black Mayors -** Use existing infrastructure (buildings, sewers, road, electrical grids) to build a vibrant downtown/college town. Increase use of local parks, reduce EJ issues.
- **South Bronx Overall EDC (NY) -** Increased housing options, attract industrial businesses, create walkable, multi-modal transit oriented community, and new greenspace.
- **Temple University (PA) -** Adaptive reuse of Orinka Mills site attract new businesses/investment, public greenspace and urban garden; possible housing options and link to subway stops.

More information on the grant recipients: http://epa.gov/brownfields/areawide_grants.htm

More information on the Partnership for Sustainable Communities: http://www.sustainablecommunities.gov/

R 053

Last updated on 12/16/2015

Brownfields 2013 Assessment Grant Fact Sheet

Dubuque, IA

EPA Brownfields Program

EPA's Brownfields Program empowers states, communities, and other stakeholders to work together to prevent, assess, safely clean up, and sustainably reuse brownfields. A brownfield site is real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. In 2002, the Small Business Liability Relief and Brownfields Revitalization Act was passed to help states and communities around the country cleanup and revitalize brownfields sites. Under this law, EPA provides financial assistance to eligible applicants through four competitive grant programs: assessment grants, revolving loan fund grants, cleanup grants, and job training grants. Additionally, funding support is provided to state and tribal response programs through a separate mechanism.

Assessment Grants

$200,000 for hazardous substances

$200,000 for petroleum

EPA has selected the City of Dubuque for two brownfields assessment grants. Community-wide hazardous substances grant funds will be used to perform nine Phase I and five Phase II environmental site assessments. Grant funds also will be used to conduct cleanup planning and support community involvement activities. Petroleum grant funds will be used to conduct the same activities at sites with potential petroleum contamination. Grant activities will target three key areas: the South Port, Historic Millwork District, and Washington neighborhood.

Contacts

For further information, including specific grant contacts, additional grant information, brownfields news and events, and publications and links, visit the EPA Brownfields Web site (http://www.epa.gov/brownfields).

EPA Region 7 Brownfields Team
913-551-7357
EPA Region 7 Brownfields Web site
(http://www.epa.gov/region07/cleanup/brownfields/index.htm)

Grant Recipient: City of Dubuque,IA
563-589-4393

The information presented in this fact sheet comes from the grant proposal; EPA cannot attest to the accuracy of this information. The cooperative agreement for the grant has not yet been negotiated. Therefore, activities described in this fact sheet are subject to change.

United States
Environmental
Protection Agency
Washington, DC 20450

Solid Waste
and Emergency
Response (5105T)

EPA-560-F-13-153
May 2013

Dubuque lands $98.5 million

BY BEN JACOBSON TH STAFF WRITER BEN.JACOBSON@WCINET.COM | Posted: Thursday, December 5, 2013 12:00 am

Dubuque lands $98.5 million

A main component of the city of Dubuque’s 20-year, $200 million flood-prevention project is the “daylighting” of the long-buried Bee Branch Creek.

The Iowa Flood Mitigation Board granted the city of Dubuque's request for $98.5 million in state sales tax incentives Wednesday, giving final approval to the largest outside funding source ever given to the city.

The money will be used to help complete a 20-year, $200 million flood- prevention project in Dubuque's North End. It is expected to become the largest infrastructure project in the history of Dubuque, eclipsing the recent completion of the $65 million Water and Resource Recover Center.

"It's a great day for the citizens of Dubuque, and particularly those that are affected in the almost semi-annual flooding that occurs in that Bee Branch watershed," Mayor Roy Buol told the TH following the announcement.

Buol and other city officials and community leaders attended the board's afternoon meeting in Des Moines. He said members were universally impressed with the city's application, which Buol believed to be the most comprehensive of the seven presented.

"It was far and away the best application of the bunch," he said. "It was a key part of our success. (Board members) were very understanding of what we were trying to do."

The board was created by the Iowa Legislature to allow cities to recapture a portion of state sales tax revenue growth for flood-prevention projects. Up to $600 million is available for the program, which will be doled out in 20 annual $30 million installments.

Cedar Rapids, which was devastated by flooding in 2008, was awarded $264 million for its project, according to Buol, and four other applicants each received smaller funding requests. An application from a seventh city was tabled, as it requested money from a yet-unfunded grant program.

Dubuque's project is divided into 12 phases, several of which already are in progress. A main component is the "daylighting" of the long-buried Bee Branch Creek, but other aspects are expected to address flooding in different ways.

Over the next two decades, city staff will complete storm sewer repairs throughout the North End and replace an existing floodwall. About 240 alleys will be transformed into "green alleys," which utilize

permeable surfaces designed to absorb large amounts of rainwater.

City officials estimate the Bee Branch watershed project will prevent more than $580 million in future flood damages in an area that has received six presidential disaster declarations since 1999.

Wednesday's decision means the city will have the funding to complete the project to the highest standard, according to Civil Engineer Deron Muehring.

"It's really gratifying to be able to move these projects forward," he said. "It's one thing to be able to come up with projects to help fix a problem. It's another to find the funding and the means to actually move forward with them."

City Council member Kevin Lynch said Wednesday was a "good day for Dubuque."

"This is something that we have been looking for an answer to for a long time," he said. "This is going to allow us to make a lot of people's lives better, especially on the North End of town."

With the funding, the city should be able to delay planned storm water utility fee increases, according to Lynch. He expressed confidence that the city will be able to generate enough sales tax revenue increases to support the incentive.

"All of the indicators that we've seen over the past few years (show) that our economy is stable, that it's growing, that ours is the strongest in the state," Lynch said.

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PRESS RELEASE

U.S. Commerce Department Announces $1.2 Million Investment to Restore Flood Plain, Protect Business District in Dubuque, Iowa

Contact: Public Affairs Department, (202) 482-4085
Thursday, August 8, 2013

WASHINGTON — U.S. Secretary of Commerce Penny Pritzker today announced that the Department's Economic Development Administration (EDA) is awarding a $1.2 million grant to the city of Dubuque, Iowa, to rebuild flood-damaged sewer and water systems and create green infrastructure that will help protect the city's central commercial area from future floods.

"This $1.2 million investment is an example of the Obama administration's commitment to helping communities rebuild and recover in the wake natural disasters," said Secretary Pritzker. "By helping rebuild critical infrastructure and restoring a flood plain, this EDA grant will help ensure the growth and sustainability of Dubuque businesses."

The EDA grant will enable the rehabilitation and rebuilding of a deteriorated, century-old sewer system and the restoration of Bee Branch Creek, a long-buried tributary of the Mississippi River that is critical to the management of flood waters in Dubuque's central commercial area. The project is expected to retain 106 jobs and spur $29 million in private investment, according to grantee estimates.

The project is part of a $200 million appropriation made by Congress to EDA to help communities that received a major disaster designation in fiscal year 2011 with long-term economic recovery and infrastructure support.

Within the context of the administration's National Disaster Recovery Framework (NDRF) (PDF), EDA serves as the Coordinating Agency on behalf of the Department of Commerce for the Economic Recovery Support Function (RSF) to coordinate the activities of a diverse group of partner agencies supporting recovery in disaster-impacted communities. The activities consist primarily of improved information sharing and the leveraging of existing resources to make a positive impact for communities affected by disasters.

About the U.S. Economic Development Administration (www.eda.gov)
The mission of the U.S. Economic Development Administration (EDA) is to lead the federal economic development agenda by promoting competitiveness and preparing the nation's regions for growth and success in the worldwide economy. An agency within the U.S. Department of Commerce, EDA makes investments in economically distressed communities in order to create jobs for U.S. workers, promote American innovation, and accelerate long-term sustainable economic growth.

Newsroom

News Releases - Energy

EPA to Provide Smart Growth Technical Assistance to Dubuque, Iowa

Release Date: 02/07/2013
Contact Information: Kris Lancaster, 913-551-7557, lancaster.kris@epa.gov

Environmental News

FOR IMMEDIATE RELEASE

(Lenexa, Kan., Feb. 7, 2013) - The U.S. Environmental Protection Agency today announced that the City of Dubuque, Iowa, will receive technical assistance through the Building Blocks for Sustainable Communities program. The announcement was made at the New Partners for Smart Growth Conference in Kansas City, Mo.

EPA awarded Dubuque a Land Use and Water Quality Workshop. The workshop will provide Dubuque technical assistance to identify green infrastructure measures to better manage stormwater runoff and land use.

"The Building Blocks for Sustainable Communities program coordinates federal investments in infrastructure and helps communities make smart planning choices," said Karl Brooks, EPA Region 7 Administrator. "This project will help to reduce stormwater runoff and incorporate green elements in the Bee Branch Creek area."

Across the nation, EPA awarded 43 communities with technical assistance through the Building Blocks for Sustainable Communities program. EPA selected this year's recipients from 121 applicants through a competitive process in consultation with the U.S. Department of Housing and Urban Development and the U.S. Department of Transportation. The partnership is helping communities across the country create more housing choices, make transportation more efficient and reliable, reinforce existing investments, and support vibrant and healthy neighborhoods that attract businesses.

With assistance from EPA-funded private sector experts, the communities will focus on a specific development tool, such as green building, land use strategies to protect water quality and using smart growth to produce economic and fiscal health. Communities will also learn about other strategies for development that can improve the environment and the economy.

###

More information on the Building Blocks for Sustainable Communities

More information on the Partnership for Sustainable Communities

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Recent additions

09/04/2014 Owners of Buffalo-Area Gas Stations Ordered to Pay $290,000 in Penalties
09/04/2014 EPA to Hold Free Citizen Science Conferences in San Juan, Puerto Rico; September 11 and 12 Workshops to be Held at the University of Puerto Rico's Piedras Campus
08/19/2014 BJ's Wholesale Club Becomes First Wholesale Club to Commit Nationwide to EPA's Food Recovery Challenge
07/23/2014 EPA Awards $700,000 to UMass Amherst for Environmental Health Research for Tribal Communities
07/16/2014 EPA Administrator McCarthy to attend Commission on Environmental Cooperation

2012 Discretionary Grant Program Fact Sheet

Transportation, Community and System Preservation Program (TCSP)

Description: TCSP provides grant funding for strategies that promote improved planning and coordination among transportation, community and system preservation plans. Program funds support improving the efficiency of the U.S. transportation system, reducing the environmental impacts of transportation and ensuring access to jobs, services, and centers of trade.

Entities Eligible to Apply for Funding: States, metropolitan planning organizations, local governments and tribal governments are eligible for the TCSP program.

Amount of funds awarded $52,175,125

Amount of funds requested: $792,178,141

Number of applications received: 600

Number of applications selected: 83

State	Project	Description	Funding Amount
AL	Samson Main Street Sidewalk Improvements	TCSP funds will be used to replace broken sidewalks in Samson and update street lighting.	$187,854
AK	Winter City Pedestrian Safety and Bus Stop Improvements	TCSP Program funds will improve the safety, accessibility and maintenance of Anchorage's sidewalks, bike paths and bus stops during winter months.	$280,000
AZ	Yuma Multimodal Transportation Center	TCSP funding will allow this project to proceed to construction. Once completed, the transportation center will support several regional transit systems and contribute to the revitalization of downtown Yuma.	$144,000
AR	Pine Bluff Pedestrian and Bicycle Infrastructure	TCSP funds will improve Pine Bluff pedestrian and bicycle facilities, which are currently deteriorated and inadequate.	$500,000
AR	Sanders AvenueTrailhead Construction	TCSP funds will be used to construct the Sanders Avenue Trailhead to provide bicycle and pedistraian access to the Razorback Greenway in Northwest Arkansas.	$400,000

CA	US 101 Smith River Regional Mobility Study	TCSP funds will go toward including the Smith River Tribe and staff participation in the Oregon DOT's US 101 Corridor Plan (an integrated land use and multimodal transportation study) for the route along US 101 from Smith River, CA, to Brookings, OR.	$280,000
CA	Interstate 580 and State Route 84 Community-Based Transit-Oriented Development Plan	TCSP funds will create a development plan to help the city of Livermore plan for local land uses and access improvements to further a planned extension of the Bay Area Rapid Transit system to Livermore.	$286,000
CA	Fulton Mall and Mariposa Mall Street Reconstruction	TCSP funds will support preliminary engineering to upgrade access and mobility in downtown Fresno, including area surrounding the nearby high-speed rail train station, by restoring critical elements of a disconnected street grid.	$1,000,000
CA	Vallejo Downtown Streetscape Phase 3	This project on Sacramento Street in Vallejo will provide enhanced paving, curb extensions, pedestrian lighting, and way-finding signage.	$1,150,000
CO	Boulder B-Cycle Bus Rapid Transit and Commercial Corridors Expansion Project	TCSP funds will be used for the Boulder B-Cycle Bus Rapid Transit and Commercial Corridors Expansion Project, including 10 public bike-sharing stations and 10 bikes.	$440,000
CO	Denver Aerotropolis Comprehensive Transportation Plan	TCSP funds will support the comprehensive transportation and land use planning process needed to develop Denver International Airport as a national transportation hub and plan the surface transportation connections needed for sustainable development.	$500,000
CO	North Avenue Complete Streets Project	TCSP funds will revitalize a commercial corridor in the center of Grand Junction.	$1,190,099
CT	Torrington Downtown Streetscape	TCSP funds will be used for improvements to downtown Torrington, on the east side of Main Street (from East Main Street to City Hall Avenue), to complete work currently underway on the west side of Main Street.	$500,000
CT	West Main Street Bridge Replacement Enhancing Pedestrian Access to Downtown Stamford and the	TCSP funds will replace the closed 127-year old West Main Street Bridge in Stamford with a pedestrian bridge connecting the West Side neighborhood with employment, educational,	$850,000

	Stamford Transportation Center	recreational and transit opportunities downtown.	
DC	Kennedy Street Revitalization	TCSP funds will help upgrade streetlights and sidewalks on Kennedy Street and improve safety at key intersections.	$1,000,000
DC	High Impact Complete Streets Access Improvements for Rail Station Areas in the Washington Region	TCSP funds will be used to plan for improved bicycle and pedestrian access improvements near rail stations in Washington, DC to support housing and employment development.	$160,000
FL	Education Corridor Pompano Beach Transit Related Improvements and Transit Systems Study	TCSP funds will be used for transit upgrades as well as a study to improve the transit, pedestrian and cyclist network between educational facilities.	$968,948
FL	Hillsborough Community College Leroy Avenue Entrance Improvements	TCSP funds will be used to improve safety at the new entrance at Hillsborough College's Brandon campus in Tampa by eliminating the existing misalignment at Falkenburg Road, Leroy Avenue and Reeves Road.	$602,354
FL	Broward County School Zone Pedestrian Safety and Preservation Program	TCSP funds will help enhance safety and system infrastructure for school speed zones and community walk and bike routes throughout Broward County.	$600,000
FL	Tampa Riverwalk Segment 13	TCSP funds will supplement construction of the final 1,460-foot plaza that will link completed portions of the Riverwalk.	$217,750
GA	Southwest Georgia Rural Information, Coordination, and Asset Preservation	TCSP funds will be used to develop a coordinated public transportation model to improve trip scheduling of local transit services.	$479,102
ID	City of American Falls Downtown Complete Streets Project	TCSP funds will construct sidewalks and bicycle lanes in downtown American Falls.	$673,000
ID	Garden City West Bridge	TCSP funds will be used for design and construction of a bicycle and pedestrian bridge across the Boise River in Garden City.	$727,600
IL	South Main Street Reconstruction	TCSP funds will construct new sidewalks to improve accommodations for pedestrians and upgrade South Main Street into a pedestrian friendly corridor in Columbia.	$300,000
IL			$1,127,240

	Oak Park Marion South Transit Gateway Project	TCSP funds will add new car-sharing facilities (including an electric vehicle-charging station), enhance parking adjacent to an Oak Park area's transit station and improve pedestrian and bicycle amenities.	
IN	Sherman Minton Bridge Rehabilitation	TCSP funds will help cover costs of repairing the Sherman Minton Bridge in New Albany, which was closed to traffic in September 2011 for several months following the discovery of a stress crack in its structural steel.	$3,466,250
IN	Indianapolis Smart Growth Redevelopment District and Strategic Transit Oriented Connectivity Program	TCSP funds will be used for a transportation planning study for transit oriented connectivity within the Smart Growth Redevelopment District.	$74,880
IA	Improving Access, Enhancing Lives	TCSP funds will help promote walking and biking and reduce local traffic to improve air quality for Dubuque's 9th Street, 11th Street and Elm Street.	$600,000
KS	Hiawatha Fitness and School Trail	TCSP funds will be used to fund construction of a trail in the city of Hiawatha.	$782,967
KY	Louisville Metro Strategic Multimodal Transportation Plan	TCSP funds will be used to develop a strategic multimodal transportation plan to help identify the community's future transportation needs.	$600,000
KY	Bluegrass Commerce Park	TCSP funds will help improve an intersection by repairing two major roads in Jeffersontown's Bluegrass Commerce Park near Louisville.	$477,750
LA	North Boulevard Promenade	TCSP funds will help construct the North Boulevard Promenade (the central section of the Baton Rouge Greenway) in Baton Rouge, a bike/pedestrian corridor linking adjacent neighborhoods.	$1,144,547
ME	Acadia Gateway Center Design	TCSP funds will help develop final design and construction documents for an intermodal facility at the Acadia Gateway Center in Trenton.	$700,000
ME	Thompson's Point Road	TCSP funds will be used for widening a reversible lane and adding bicycle and pedestrian facilities to the roadway in Portland.	$500,000
MD			$827,200

	Complete Streets Near Metro Stations	TCSP funds will help improve pedestrian safety with crosswalks on public roadways near the Twinbrook Metro station and provide space on South Stonestreet Avenue near the Rockville Metro station for bike lanes and a sidewalk.	
MD	Maryland Route 5 at Brandywine Road and Maryland Route 373 Intersection Relocation Phases 2-3	TCSP funds will help acquire a portion of the right-of-way needed to widen about 4,000 feet of road, replace existing signalized intersections at Brandywine Road and MD 373 with a new interchange, and provide a park-and-ride lot for commuters.	$1,000,000
MA	Fairmount Corridor Business Development and Ridership Initiative	TCSP funds will promote the Fairmount transit line and improve signage at the stations.	$352,500
MA	Passenger Rail Station Location and Design Analysis in Berkshire County	TCSP funds will help to evaluate the most viable locations for six passenger rail stations in the rural area of Massachusetts' Berkshire County.	$240,000
MI	Ann Arbor WALLY (Washentaw and Livingston Line) Commuter Rail	TCSP funds will facilitate completion of the project's early preliminary engineering and station design.	$640,000
MI	Michigan Flyer New I-96 Route	TCSP funds will cover the first-year operating cost of the Michigan Flyer's four new roundtrips between East Lansing and the Detroit Metro Airport along the I-96 corridor.	$595,680
MI	Buena Vista Town Center Transportation Upgrade	TCSP funds will be used to improve sidewalks and install speed bumps to support traffic calming along Buena Vista's two main commercial corridors.	$500,000
MN	Mississippi River Trail East Bank	TCSP funds will be used to develop a .75-mile off-road bike/pedestrian trail on the Mississippi River's east bank from 8th Avenue NE to the Central Mississippi Riverfront Regional Park, under two busy river bridges in the Above the Falls Regional Park, to 16th Avenue NE at Great River Road National Scenic Byway in Minneapolis.	$1,000,000
MS	Mill Street Bridge on Woodrow Wilson Ave.	TCSP funds will help improve safety features for motorists and pedestrians in Jackson who use the bridge and repair the deteriorated bridge to extend its useful life.	$1,000,000

MO	Northside Livability Initiative in St. Joseph	TCSP funds will be used to create dedicated bike lanes, widen sidewalks and calm traffic on a 1.5 mile section of St. Joseph Avenue (US 59).	$600,000
MO	Access Improvements at St. Joseph Medical Center Employment Hub	TCSP funds will help complete design and engineering for traffic improvements in the area around St. Joseph Medical Center in Kansas City.	$240,000
MT	Rehabilitation/Reconstruction of US 87	TCSP funds will repair 1.22 miles and reconstruct 1.64 miles of US 87 near Lewistown.	$500,000
NE	Pedestrian Bridge Downtown Connector	TCSP funds will help the planning and construction of the Pedestrian Bridge Downtown Connector, which will improve bike/pedestrian access between downtown Omaha and Council Bluffs, IA.	$500,000
NV	Proposed Future Interstate and Priority Corridor	TCSP funds will be used to evaluate the need for an interstate facility connecting Phoenix and Las Vegas.	$1,000,000
NH	Hampton Beach Transportation Enhancement Study	TCSP funding will help update the transportation element of the current Hampton Beach Area Master Plan, which is currently more than 10 years old.	$300,000
NJ	Passaic County Morris Canal Greenway Project	TCSP funds will be used to create bike lanes along the proposed Morris Canal Greenway in Clifton and Paterson. They also will help upgrade sidewalks and install informational signs at various sites along the Morris Canal Greenway.	$532,566
NJ	The Oranges Freeway Drive Transportation Improvement Project	TCSP funds will be used to create pedestrian and bicycle linkages across I-280 and its frontage streets in Orange.	$286,400
NM	East Main Street Corridor Traffic Signal Improvement Project	TCSP funds will help support Farmington's East Main Street Corridor Traffic Signal Improvement Project, which will increase safety at signalized intersections, improve travel time reliability and reduce traffic congestion.	$400,000
NM	Santa Fe County Pavement Preservation Program	TCSP funds will be used to construct a pavement preservation program to evaluate pavements and provide preventative maintenance in Santa Fe.	$657,488
NY	Broad Street Two-Way Conversion Project	TCSP funds will be used to convert Broad Street, a major street in downtown	$400,000

		Rochester, from one-way to two-way traffic.	
NY	Fonda Connector Study	TCSP funds will help study the proposed Fonda Connector Project in Montgomery and Fulton Counties by identifying a preferred route, performing preliminary engineering and preparing a project cost estimate.	$400,000
NY	I-787 Livable Corridor Planning Initiative	TCSP funds will help downtown development and improve walking, biking. and transit access to the waterfront on I-787 corridor in Albany.	$240,000
NC	Carthage Road and Water Street Improvements Project	TCSP funding will help construct bike/pedestrian lanes along I-95 to historic downtown Lumberton and improve a badly congested four-road intersection.	$556,000
NC	Concord Traffic Management System	TCSP funds will complete a traffic management system to enhance mobility, safety, walkability, and air quality in Concord.	$1,000,000
ND	Roadway and Industrial Development Project	TCSP funds will help construct a system of roads near an industrial park to accommodate traffic to and from manufacturing operations in Valley City.	$800,000
ND	Fixed Route Auto Announcement and Vehicle Location	TCSP funds will help add a geographic positioning function to the Fargo fixed bus system in order to improve transit operations.	$200,000
OH	State Road Improvements	TCSP funds will support storm water drainage improvements, new sidewalks and bike lanes in the mixed-use and industrial district of the Northampton section of Cuyahoga Falls.	$1,135,000
OK	Intermodal Transportation Hub Access	TCSP funds will help to improve E.K. Gaylord Boulevard near the region's intermodal transportation hub in Oklahoma City.	$750,000
OK	Pedestrian Accessibility Improvements	TCSP funds will bring existing sidewalks and curb ramps in 14 separate locations in Tulsa into full compliance with the Americans with Disabilities Act standards.	$525,000
OR	Territorial Highway from Gillespie Corners to Lorane Corridor Plan	TCSP funds will help improve road conditions and construct shoulders and bike lanes on a critical section of SH 200 in Lane County.	$440,000

PA	Ohio River Bike and Pedestrian Trail Phase I	TCSP funds will help prepare engineering, specifications, bid documents and permits to construct a 2.5-mile segment of the Ohio River Trail between Coraopolis Borough and Moon Township in Allegheny County.	$200,000
PA	Chester Transportation Business Center and Historical District	TCSP funds will support planning, land use, and green building assessment activities related to development of a transportation center and historical district in Chester.	$1,000,000
RI	Warwick Station Transit Oriented Development Economic Development Implementation Plan	TCSP funds will help advance the economic development outreach for a proposed transit project in Warwick.	$400,000
SC	US 17 Median Consolidation Project	TCSP funds will develop and implement components of the US 17 median consolidation project, which includes replacing a two-way left turn lane with a non-traversable median and creating strategically placed intersections throughout the project corridor in Georgetown County.	$1,000,000
TN	Donnellson Farms Parkway	TCSP funding will be used for the environmental documentation and design of the complete roadway in the town of Arlington that will include a bike lane and a pedestrian sidewalk.	$225,000
TX	Bridge of the Americas Improvements	TCSP funds will facilitate new configurations to accommodate the existing traffic around the port of entry and reduce safety and environmental impacts associated with the increasing vehicular traffic. Changes include new signage, new truck lanes and barricades.	$400,000
TX	Missouri Kansas Texas Trail Spur Connector	TCSP funds will construct a connecting bikeway to better facilitate commuter bicyclist transportation in downtown Houston.	$800,000
UT	Downtown Holladay Village Livability Project	TSCP Program funds will be used for right -of-way acquisition to construct Midblock Road from Laney Avenue to Murray Holladay Road in Holladay.	$410,400
UT	Magna Livable Streets Project	TCSP funds will be used for a multiphase project to create a complete system connecting two redevelopment areas,	$791,809

		multiple public facilities, private sector housing and commercial construction in Magna.	
VT	Wayfinding System	TCSP funds will help improve local traffic operations and install a new system of nearly 100 maps in Burlington to help people more easily navigate.	$300,000
VT	Lake Street Complete Streets Conncection Project	TCSP funds will be used to reconstruct sidewalks and crosswalks on Lake Street in downtown St. Albans to improve pedestrian accesillibility.	$300,000
VA	Walk to Downtown Vienna Initiative	TCSP funds will improve local pedestrian safety by constructing sidewalks on side streets in downtown Vienna and improve access from neighborhoods to local stores and merchants.	$800,000
VA	Luray Main Street Bridge Rehabilitation and Repair	TCSP funds will be used to repair the 78-year-old Main Street Bridge in Luray.	$1,620,341
WA	Vancouver Waterfront Trail	TCSP funds will extend Vancouver's existing multiuse waterfront Renaissance Trail.	$750,000
WA	Tacoma's T-13 Corridor for Active Transportation and Safety Project	TCSP funds will help construct Tacoma's longest continuous bikeway.	$1,000,000
WV	South Chestnut Street Slip Repairs and Widening and Realignment	TCSP funds will help repair, widen and realign South Chestnut Street (from the intersection of Horner Avenue south to the intersection of Harvey Street) in Clarksburg.	$1,000,000
WI	Southwest Transportation Collaborative	TCSP funds will help develop a multicounty intelligent transportation system to improve local access to jobs, services and trade centers while preserving existing routes in Grant, Green, Iowa, Lafayette and Richland counties.	$158,400
WI	North Central Wisconsin Regional Livability Plan	TCSP funds will create a regional livability plan for ten counties in north central Wisconsin to evaluate the transportation system, identify operational and safety improvement needs, and prioritize future system projects.	$200,000
WY	US 85 Pedestrian Access and Safety Improvement Project in Cheyenne	TCSP funds will help construct and refurbish sidewalks, crosswalks and other safety features along a one-mile segment of US 85.	$291,000

State of Good Repair Project Descriptions

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State of Good Repair – Bus and Bus Facilities
Project Descriptions

ALASKA

Municipality of Anchorage
Project: People Mover Maintenance Facility Roof Replacement
Amount: $2,400,000

The Municipality of Anchorage will use funds to replace the aging, leaking, poorly insulated roof of their People Mover maintenance facility.

ALABAMA

City of Huntsville, Alabama
Project: Public Transit Bus Maintenance Facility Construction
Amount: $3,293,061

The City of Huntsville, which currently leases its bus maintenance facility, will use the funds to build a maintenance facility of its own.

ARKANSAS

Central Arkansas Transit Authority (CATA)
Project: Maintenance Building Conversion to CNG
Amount: $1,009,088

This project will allow the Central Arkansas Transit Authority to convert their existing maintenance facility to accommodate the maintenance needs of compressed natural gas vehicles. CATA anticipates that half of its fleet will be fueled by CNG by 2016.

ARIZONA

City of Phoenix Public Transit Department
Project: Regional Operating and Maintenance Facility Refurbishment
Amount: $6,320,000

The City of Phoenix Public Transit Department will use the funds to upgrade and refurbish the North Operations and Maintenance Facility.

City of Tucson
Project: Transit Vehicle Replacement (CNG)
Amount: $3,697,650

The City of Tucson will replace buses in its fleet that are beyond their useful lives with compressed natural gas (CNG) buses.

City of Tucson
Project: Upgrade Compressed Natural Gas (CNG) Fueling Station
Amount: $1,920,000

The City of Tucson will upgrade its inefficient 20-year-old compressed natural gas fueling system. The project includes replacing 4 compressors and adding back-up generators to run the system.

Navajo Transit System
Project: Transit Vehicle Replacement (Electric)
Amount: $5,000,000

The Navajo Transit System will replace buses in its fleet that have met their useful lives with electric buses.

CALIFORNIA

Alameda-Contra Costa Transit District
Project: Database & Environmental/Structural Upgrades & Elevator Replacement

Amount: $6,677,074

The Alameda-Contra Costa Transit District will replace elevators and upgrade buildings to meet environmental standards, and develop an asset management database in order to more effectively track the condition of the agency's fleet, facilities, and equipment.

Central Contra Costa Transit Authority
Project: Inventory Asset Management System
Amount: $300,000

The Central Contra Costa Transit Authority will upgrade their 20-year-old asset management system in order to more effectively track the condition of the agency's fleet, facilities, and equipment.

Central Contra Costa Transit Authority
Project: Maintenance Facility Rehabilitation
Amount: $480,000

The Central Contra Costa Transit Authority will provide necessary upgrades to their maintenance facility, including the replacement and repair of in-ground and mobile lifts, door replacement, and the maintenance exhaust system all of which are 25 years old.

City of Fresno, Fresno Area Express
Project: Transit Vehicle Replacement (CNG)
Amount: $2,199,600

The City of Fresno and the Fresno Area Express will replace buses in its fleet that are beyond their useful lives with compressed natural gas.

City of Petaluma
Project: Petaluma Maintenance Facility Rehabilitation – Phase II
Amount: $800,000

The City of Petaluma will complete Phase II of the rehabilitation of its maintenance facility. This phase will include resurfacing existing asphalt for larger buses, expansion of the bus parking area, enhancing public access to the facility with ADA improvements, and the purchase of fencing for the facility.

City of Fairfield
Project: Transit Vehicle Replacement
Amount: $1,500,000

The City of Fairfield will replace buses in its fleet that are beyond their useful lives with Americans with Disabilities Act (ADA) and California Air Resource Board (CARB) compliant vehicles.

Gold Coast Transit
Project: Construction of New Operations & Maintenance Facility
Amount: $15,000,000

Gold Coast Transit will use the funds towards the construction of a new administrative, operations, and maintenance facility. Gold Coast Transit has outgrown the current facility, which was built in 1973.

Long Beach Public Transportation Company (LBT)
Project: Maintenance Bay Modernization Project
Amount: $1,738,800

The Long Beach Public Transportation Company will replace underground bus lifts. Frequent failure of current lifts impacts the ability of LBT to properly maintain its fleet.

Los Angeles County Metropolitan Transportation Authority
Project: Transit Vehicle Replacement (CNG)
Amount: $25,000,000

The Los Angeles County Metropolitan Transportation Authority will replace buses in its fleet that are beyond their useful lives.

Napa County Transportation and Planning Agency
Project: Transit Vehicle Replacement
Amount: $2,376,000

The Napa County Transportation and Planning Agency will replace buses in its fleet that are beyond their useful lives.

North County Transit District
Project: Transit Vehicle Replacement
Amount: $4,621,860

The North County Transit District will replace buses in its fleet that are beyond their useful lives.

San Bernardino (Omnitrans)
Project: Transit Vehicle Replacement (CNG)
Amount: $5,000,000

Omnitrans will replace buses in its fleet that are beyond their useful lives.

Orange County Transportation Authority (OCTA)
Project: Underground Storage Removal and Replacement
Amount: $828,000

The Orange County Transportation Authority will remove and replace 18-year-old underground storage tanks, which are no longer needed as OCTA moves toward a clean fuel fleet.

Orange County Transportation Authority (OCTA)
Project: Methane Detection System Replacement & Modernization
Amount: $160,000

The Orange County Transportation Authority will replace and modernize methane detection systems at OCTA Bus-base facilities. Current systems have been in service for over 10 years and are no longer effective in preventing potential hazards.

Riverside Transit Agency
Project: Transit Vehicle Replacement
Amount: $735,000

The Riverside Transit Agency will replace buses in its Dial-A-Ride fleet that are beyond their useful lives.

Riverside Transit Agency
Project: Hemet Facility Rehabilitation
Amount: $665,000

Riverside Transit Agency will perform much needed rehabilitation to its Hemet facility. This facility serves as the base of operation for the eastern and southern portions of RTA's 2,500-square-mile service area. The rehabilitation will include replacing exterior concrete, internal flooring repair, roof repairs, interior painting, and conversion from underground storage tanks to above-ground storage.

Riverside Transit Agency
Project: RTA Riverside Facility Rehabilitation
Amount: $665,000

These funds allow the Riverside Transit Agency to perform needed rehabilitation to its headquarters facilities. Rehabilitation projects include exterior concrete and internal flooring repair, roof repairs, interior painting, and, conversion from underground storage tanks to above-ground storage tanks.

Sacramento Regional Transit District
Project: City of Folsom Transit Vehicle Replacement
Amount: $300,000

The City of Folsom will replace vehicles in its fleet that are beyond their useful lives.

Sacramento Regional Transit District
Project: Transit Vehicle Replacement (CNG) and Related Equipment
Amount: $5,000,000

The Sacramento Regional Transit District will replace buses in its fleet that are beyond their useful lives with compressed natural gas (CNG) buses.

Sacramento Regional Transit District
Project: Yuba-Sutter Transit Authority Transit Vehicle Replacement (Clean-Diesel)
Amount: $1,080,000

The Yuba-Sutter Transit Authority will replace buses in its fleet that are beyond their useful lives.

Sacramento Regional Transit District
Project: Paratransit Vehicle Replacement
Amount: $1,763,750

The Sacramento Regional Transit District will replace paratransit buses in its fleet that are beyond their useful lives.

San Francisco Bay Area Rapid Transit (BART)
Project: BART Enterprise Asset Management
Amount: $2,000,000

San Francisco Bay Area Rapid Transit (BART) will develop an asset management system in order to more effectively track the condition of the agency's fleet, facilities, and equipment.

San Francisco Bay Area Rapid Transit (BART)
Project: MacArthur BART Station Bus Intermodal
Amount: $970,000

San Francisco Bay Area Rapid Transit will construct a dedicated shuttle bus intermodal area as part of the MacArthur Transit Village Project to accommodate the current and future increases in shuttle bus service. The MacArthur BART Station is a major transit hub served by AC Transit; four shuttle operators, including Emery-Go-Round, Alta Bates Summit Hospital, Kaiser Hospital, Children's Hospital; and a CalTrans Bike Bridge Shuttle.

San Joaquin Regional Transit District

Project: Regional Transportation Center (RTC)
Amount: $8,517,000

The San Joaquin Regional Transit District (RTD) will build a new fuel and bus wash facility as part of a new administrative and maintenance facility to consolidate operations of the transit system. The Regional Transportation Center will eventually include a 91,000 square foot maintenance facility and a 36,000 square foot operations building.

San Luis Obispo Regional Transit Authority
Project: Transit Vehicle Replacement (Clean-Diesel)
Amount: $1,900,000

The San Luis Obispo Regional Transit Authority will replace buses in its fixed-route fleet that are beyond their useful lives with clean-diesel buses.

San Luis Obispo Regional Transit Authority
Project: Transit Vehicle Replacements
Amount: $84,600

The San Luis Obispo Regional Transit Authority will replace buses in its runabout ADA fleet that are beyond their useful lives.

San Mateo County Transit District
Project: Radio Communications/Narrowbanding
Amount: $295,000

The San Mateo County Transit District will purchase communications equipment that complies with new FCC requirements.

San Mateo County Transit District
Project: Bus Lift Overhaul
Amount: $746,000

The San Mateo County Transit District will replace bus lifts located at its maintenance facility. The current lifts are over 20 years old and are obsolete.

Santa Clara Valley Transportation Authority
Project: Transit Vehicle Replacement (Hybrid Diesel/Electric)
Amount: $3,640,000

The Santa Clara Valley Transportation Authority will replace buses in its fleet that are beyond their useful lives with diesel-electric hybrid buses.

Santa Cruz Metropolitan Transit District
Project: Transit Vehicle Replacement (CNG) & Mobile Data Terminals
Amount: $2,814,538

The Santa Cruz Metropolitan Transit District will replace buses in its fleet that are beyond their useful lives with CNG buses. The funds will also be used to purchase mobile data terminals that comply with new FCC requirements.

Susanville Indian Rancheria
Project: Maintenance Equipment, Communication Devices, and Bike Racks
Amount: $25,600

The Susanville Indian Rancheria will use funds for maintenance equipment, communications equipment and bike racks.

Susanville Indian Rancheria
Project: Transit Vehicle Replacement
Amount: $88,000

The Susanville Indian Rancheria will replace buses in its fleet that are beyond their useful lives.

COLORADO

City of Fort Collins
Project: Transit Vehicle Replacement
Amount: $332,000

The City of Fort Collins will replace buses in its fleet that are beyond their useful lives.

Colorado Department of Transportation
Project: Roaring Fork Transportation Authority Transit Asset Management
Amount: $200,000

The Roaring Fork Transportation Authority will use the funds to purchase asset management software in order to more effectively track the condition of the agency's fleet, facilities, and equipment.

Colorado Department of Transportation
Project: City of Steamboat Springs Transit Vehicle Replacement/Rehabilitation
Amount: $1,765,910

The City of Steamboat Springs Transit will replace or rehabilitate buses in its fleet that are beyond their useful

lives.

Colorado Department of Transportation
Project: Eagle County RTA Transit Vehicle Replacement
Amount: $1,132,037

The Eagle County RTA will replace buses in its fleet that are beyond their useful lives.

Colorado Department of Transportation
Project: City of Black Hawk Transit Vehicle Replacement
Amount: $164,000

The City of Black Hawk will replace buses in its fleet that are beyond their useful lives.

Colorado Department of Transportation
Project: City of Durango, 24th Street Bridge Brookside Transit Stop and ADA Improvements
Amount: $132,355

The City of Durango will make access improvements, including ADA Improvements to the 24th Street Bridge to provide connectivity to the Brookside Transit Stop. This project will provide safe access to one of Durango Transit's most highly used stops.

Regional Transportation District (RTD Denver)
Project: Transit Asset Management
Amount: $160,000

The Regional Transportation District will develop an asset management system in order to more effectively track the condition of the agency's fleet, facilities, and equipment.

Regional Transportation District
Project: Civic Center Rehabilitation Project
Amount: $6,864,741

The Regional Transportation District will use funds for structural and other repairs to its Civic Center Intermodal Center.

DISTRICT OF COLUMBIA

Washington Metropolitan Area Transit Authority (WMATA)
Project: Integrated Asset Management System
Amount: $1,500,000

WMATA will develop an integrated asset management system in order to track the condition of the agency's fleet, facilities, and equipment.

DELAWARE

Delaware DOT/Delaware Transit Corporation (DTC)
Project: Wilmington Administration Center, Bus Shelters, Panels, Bus Stops, & Other Equipment
Amount: $4,550,000

The Delaware DOT will use the funds for a variety of projects, including bus shelter glass replacements, bus stop accessibility improvements, fuel tank replacement, paving at the Mid County Facility, and upgrades to the Wilmington Administration Center.

FLORIDA

Florida Department of Transportation
Project: Council on Aging of Clay County (COACC) Transit Vehicle Replacements & Related Equipment
Amount: $468,736

The Council on Aging of Clay County Florida, as a subrecipient, will use the funds to replace buses in their fleet that have met their useful lives. COACC will also use funds for the purchase of satellite radios for the vehicles.

Pinellas Suncoast Transit Authority
Project: Transit Vehicle Replacement
Amount: $5,000,000

Pinellas Suncoast Transit Authority will use the funds to replace vehicles in their fleet that have met their useful lives.

Indian River County
Project: Transit Vehicle Replacement
Amount: $500,000

Indian River County will replace buses in its fleet that are beyond their useful lives.

Jacksonville Transportation Authority (JTA)
Project: Vehicle Replacements & Facility Rehab
Amount: $308,200

The Jacksonville Transportation Authority will purchase a variety of service equipment needed for bus maintenance.

Lee County, Florida
Project: LeeTran Transit Vehicle Replacement
Amount: $13,920,000

LeeTran will replace buses in its fleet that are beyond their useful lives.

St. Johns County, Florida
Project: Transit Vehicle Replacement for the Sunshine Bus Company
Amount: $527,780

St. Johns County will replace buses in its fleet that are beyond their useful lives.

GEORGIA

Metropolitan Atlanta Rapid Transit Authority
Project: Brady Mobility Paratransit Facility Improvements Phase II
Amount: $14,080,000

Phase II of Brady Mobility Facility improvements will allow MARTA to deploy and maintain paratransit vehicles. Improvements include a vehicle wash, fueling and cleaning facilities, demolition and environmental work. The new facility will be designed to meet LEED certification requirements, incorporating sustainable features and green building technologies.

Metropolitan Atlanta Rapid Transit Authority
Project: Browns Mill Heavy Maintenance Facility Improvements
Amount: $5,628,000

MARTA will use these funds to complete necessary improvements to its Browns Mill Heavy Maintenance Facility in southeast Atlanta. Improvements include lead paint removal, asbestos abatement, ADA compliance upgrades, heating/air conditioning and lighting renovations, and safety-related improvements.

Metropolitan Atlanta Rapid Transit Authority
Project: Transit Vehicle Replacements
Amount: $7,000,000

MARTA will replace buses in their fleet that are beyond their useful lives.

HAWAII

City & County Honolulu Department of Transportation Services
Project: Transit Vehicle Replacements
Amount: $12,000,000

The City & County of Honolulu will replace buses in its fleet that are beyond their useful lives.

Hawaii Department of Transportation
Project: Maui Transit Vehicle Replacement
Amount: $1,780,000

The Hawaii DOT will replace buses in the Maui fleet that are beyond their useful lives.

Hawaii Department of Transportation
Project: Kaua'i Transit Vehicle Replacement
Amount: $975,000

The County of Kaua'i will replace vehicles in its fleet that are beyond their useful lives.

Hawaii Department of Transportation
Project: County of Hawaii Transit Vehicle Replacement
Amount: $1,200,000

The County of Hawaii will replace vehicles in its fleet that have met their useful lives.

IOWA

City of Dubuque
Project: Construction of New Intermodal Facility
Amount: $8,000,000

The City of Dubuque will build a new intermodal center to replace one built in 1902. The new intermodal center will improve environmental quality through sustainable designs such as efficient lighting and heating, ventilation and air conditioning; low-flow water fixtures; energy recovery systems; large windows that make better use of daylight, and efficient construction materials and practices.

Des Moines Area Regional Transit Authority
Project: Transit Vehicle Replacement
Amount: $2,101,560

The Des Moines Area Regional Transit Authority will replace buses in its fleet that are beyond their useful lives.

Iowa Department of Transportation
Project: Statewide Transit Vehicle Replacement
Amount: $5,000,000

The Iowa DOT will replace vehicles in Iowa's statewide fleet that are beyond their useful lives.

IDAHO

Idaho Transportation Department
Project: Treasure Valley Transit McCall Transit Center
Amount: $1,052,634

The Idaho Transportation Department will build a new transit center to replace one built in the 1940's that does not conform with the requirements of the Americans With Disabilities Act, and has no restroom or running water, a leaky roof, and a broken garage door and windows. The new facility will serve as a central hub for many communities in Southwestern Idaho.

Idaho Transportation Department
Project: Statewide Transit Asset Management
Amount: $70,000

The Idaho Transportation Department will complete the development of an asset management system in order to more effectively track the condition of the agency's fleet, facilities, and equipment.
Idaho Department of Transportation
Project: Statewide, Interactive Voice Response System for Demand Response Mobility Services
Amount: $360,000

Idaho DOT will use these funds to purchase computer based scheduling system for multiple transit agencies across the state that allows the provider to send reminder phone calls for demand response trips and gives customers the opportunity to confirm or alter their scheduled trips.

Idaho Transportation Department
Project: Mountain Rides Transportation Authority Transit Vehicle Replacement
Amount: $304,000

Mountain Rides Transportation Authority will replace buses in its fleet that are beyond their useful lives.

ILLINOIS

Bloomington-Normal Public Transit System
Project: Purchase ITS Software, Hardware, and Equipment
Amount: $376,000

The Bloomington-Normal Public Transit System will purchase ITS software, hardware, and related equipment in order to be more efficient and cost effective with current resources, and to allow customers to track buses in real-time with GPS.

Bloomington-Normal Public Transit System
Project: Narrowband Radios, Hardware, & Equipment
Amount: $89,600

The Bloomington-Normal Public Transit System will purchase communications equipment that complies with new FCC requirements.

Chicago Transit Authority
Project: Transit Vehicle Replacement (Hybrid Diesel) & Related Equipment
Amount: $30,000,000

Chicago Transit Authority will replace vehicles in its fleet that are beyond their useful lives with diesel-hybrid buses.

Illinois Department of Transportation
Project: Statewide Rural Transit Vehicle Replacement
Amount: $3,500,000

The Illinois DOT will replace vehicles in rural transit agency fleets that are beyond their useful lives.

Pace, Suburban Bus Division of the RTA
Project: Replacement of Emergency Generators
Amount: $5,075,000

Pace will use the funds to replace obsolete emergency generators for its garage facilities. The current generators are between 17 and 26 years old and are obsolete.

Rock Island County Metropolitan Mass Transit District
Project: MetroLINK Transit Vehicle Replacement (Clean Diesel and CNG)
Amount: $3,000,000

MetroLINK will replace buses in its fleet that are beyond their useful lives with Clean-Diesel and compressed natural gas buses.

INDIANA

Bloomington Public Transportation Corporation
Project: Transit Vehicle Replacement (Hybrid-Electric)
Amount: $1,037,500

The Bloomington Public Transportation Corporation will replace buses in its fleet that are beyond their useful lives with hybrid-electric buses.

South Bend Public Transportation Corporation (TRANSPO)
Project: Transit Vehicle Replacement
Amount: $3,320,000

The South Bend Public Transportation Corporation will replace vehicles in its fleet that are beyond their useful lives.

KENTUCKY

Transit Authority of River City (TARC)
Project: Transit Vehicle Replacement TARC Bus Replacement Program
Amount: $5,104,515

The Transit Authority of River City will replace buses in its fleet that are beyond their useful lives.

LOUISIANA

Jefferson Parish
Project: Transit Vehicle Replacement
Amount: $1,310,781

The Jefferson Parish Department of Transit Administration will replace buses in its fleet that are beyond their useful lives.

Lafayette Consolidated Government
Project: Rehab of Bus Maintenance Facility
Amount: $479,762

The Lafayette Consolidated Government will make upgrades to its bus maintenance facility that are necessary to accommodate a growing CNG fleet. These improvements include upgrading the ventilation, heating and electrical systems, and adding a gas detector system.

MASSACHUSETTS

Berkshire Regional Transit Authority
Project: Transit Vehicle Replacement
Amount: $1,400,000

The Berkshire Regional Transit Authority will replace vehicles in its fleet that are beyond their useful lives.

Berkshire Regional Transit Authority
Project: Bus Facility Upgrade
Amount: $247,200

These funds will allow the Berkshire Regional Transit Authority to replace fuel tanks at their maintenance facility on Downing Parkway, replace the fueling island, resurface the lot, and install a fire suppression system.

Berkshire Regional Transit Authority
Project: Interoperability Initiative
Amount: $644,000

As part of a statewide initiative, the Berkshire Regional Transit Authority will use the funds to replace fareboxes.

Brockton Area Transit Authority
Project: Bituminous Paving at BAT Intermodal Center & Maintenance Facility
Amount: $675,000

This project will allow the Brockton Area Transit Authority to replace paving at the BAT Intermodal Center and maintenance facility.

Massachusetts Department of Transportation
Project: MassDOT Regional Transit Vehicle Fleet Replacement
Amount: $18,433,045

The Massachusetts DOT will replace vehicles in the regional fleet that are beyond their useful lives.

Montachusett Regional Transit Authority
Project: Purchase Replacement Buses
Amount: $1,500,000

The Montachusett Regional Transit Authority will replace vehicles in its fleet that are beyond their useful lives.

MARYLAND

Maryland Department of Transportation
Project: MTA Transit Vehicle Replacement
Amount: $8,000,000

The Maryland Department of Transportation will replace buses in its MTA fleet that are beyond their useful lives.

MAINE

Maine Department of Transportation
Project: Portland, Maine METRO Bus Service, Facilities & Support Equipment
Amount: $1,148,000

Portland, Maine's METRO Bus Service will make significant upgrades to its transit facilities and purchase equipment for its bus service operations.

Maine Department of Transportation
Project: Transit Vehicle Replacement
Amount: $640,000

The City of South Portland will replace vehicles in its fleet that are beyond their useful lives.

MICHIGAN

Blue Water Area Transportation Commission (BWATC)
Project: Replace BWATC Transfer Center
Amount: $6,860,000

BWATC will replace the existing Quay Street Transfer Center with one that is more centrally located in downtown Port Huron. The project will consolidate the transfer center over a smaller area, decreasing the time needed to make necessary transfers and improving service to customers.

Capital Area Transportation Authority (CATA)
Project: Transit Vehicle Replacement/Rehabilitation
Amount: $4,000,000

The Capital Area Transit Authority will replace buses in its fleet that are beyond their useful lives with hybrid-electric buses and to rehabilitate existing buses to extend their useful lives by 5 years.

City of Detroit, Department of Transportation
Project: Transit Asset Management
Amount: $320,000

The City of Detroit Department of Transportation will develop an asset management system in order to more effectively track the condition of the agency's fleet, facilities, and equipment.

City of Detroit, Department of Transportation
Project: Coolidge Terminal & Garage Overhaul
Amount: $518,291

This project will fund the rehabilitation of a number of buildings at Detroit DOT's Coolidge facility.

City of Detroit, Department of Transportation
Project: Transit Vehicle Replacement
Amount: $6,000,000

The City of Detroit Department of Transportation will replace vehicles in its fleet that have met their useful lives.

Macatawa Area Express Transportation Authority
Project: Replacement of Bus Maintenance Facility
Amount: $2,000,000

The Macatawa Area Express Transportation Authority will replace its aging bus facility with one that will meet the needs of the current fleet while allowing for future expansion. The new facility will include a number of LEED design aspects to allow savings on operating expenses.

Michigan Department of Transportation
Project: Thunder Bay Transportation Authority Bus Facility
Amount: $6,000,000

The Thunder Bay Transportation Authority will use the funds for Phases I & II of a new administration and maintenance facility. This facility will incorporate the newest circulation and ventilation system to will reduce the harmful emissions from the diesel fleet. To reduce operational costs, the facility will also include additional LEED and green design techniques to the greatest extent possible.

Michigan Department of Transportation
Project: Statewide Equipment Projects
Amount: $746,770

The Michigan DOT will use funds for public transportation bus equipment projects across the state in rural and small-urban areas.

Mass Transportation Authority

Project: Transit Vehicle Replacement (Hybrid)
Amount: $5,187,500

The Mass Transportation Authority will replace vehicles in its fleet that are beyond their useful lives with hybrid buses.

MINNESOTA

City of Rochester, Minnesota
Project: Bus Storage Garage Construction/Phase V Transit Operations Center
Amount: $7,045,303

The City of Rochester will build a bus storage garage with inside wash/fuel lanes and space for farebox collections and other ITS appliances. The city currently leases bus storage space which cannot accommodate the full fleet.

Minnesota Department of Transportation
Project: Albert Lea Transit Garage and Operations Facility – Phase II
Amount: $340,000

Albert Lea Transit will use funds to provide three additional garage doors and space for their current fleet and future fleet expansion, as well as a wash bay area in the transit facility previously constructed in Phase I of this project.

MISSOURI

Bi-State Development Agency
Project: Transit Asset Management
Amount: $677,840

The Bi-State Development Agency will develop an asset management system in order to more effectively track the condition of the agency's fleet, facilities, and equipment.

Bi-State Development Agency
Project: Bus Related Equipment
Amount: $970,792

The Bi-State Development Agency will purchase diesel particulate filter cleaning equipment and electronic bus cooling units. These equipment purchases will allow for increased efficiency in the maintenance of their vehicles.

City of Columbia, Missouri
Project: Transit Vehicle Replacement & Bus Related Equipment
Amount: $2,047,644

The City of Columbia will replace buses in its fleet that are beyond their useful lives. The city will also use a portion of the funds for bus support equipment to improve the efficiency of their operations.

City Utilities of Springfield, Missouri
Project: Transit Vehicle Replacement, Vehicle Lifts, & Facility Equipment
Amount: $3,000,000

The City Utilities of Springfield will replace vehicles in its fleet that are beyond their useful lives. This grant will also fund the replacement of bus lifts and garage doors in the fleet maintenance area to accommodate larger 35- and 40-foot buses.

Missouri Department of Transportation
Project: OATS, Inc. Southwest Region Administrative/Maintenance Facility
Amount: $2,612,429

OATS, Inc., as a subrecipient of the funds, will replace the current OATS transit facility. OATS, Inc. currently rents their administrative space, and this project would allow for long-term cost savings while providing an updated facility that allows for future growth.

MONTANA

Montana Department of Transportation
Project: Butte Silver Bow Transit Vehicle Replacement
Amount: $280,000

Butte Silver Bow Transit will replace vehicles in its fleet that have met their useful lives.

Montana Department of Transportation
Project: HRDC/Galavan/Streamline Transit Vehicle Replacement & Related Equipment
Amount: $382,050

Streamline, as a subrecipient of the funds, will replace vehicles in its fleet that have met their useful lives. This project also includes the purchase of replacement radios, as well as covered bike parking and lockers. The purchase of bicycle facilities is consistent with the agency's goal of improving the integration of bus and bike travel in the Greater Bozeman area.

NORTH CAROLINA

Town of Chapel Hill
Project: Transit Vehicle Replacement (Hybrid-Electric)

Amount: $7,470,000

Chapel Hill Transit will use funds to replace buses in its fleet that are beyond their useful lives with hybrid-electric buses that will reduce overall energy usage and emissions.

NORTH DAKOTA

North Dakota Department of Transportation
Project: Transit Vehicle Replacement
Amount: $1,000,000

The North Dakota DOT will use these funds to replace vehicles at rural transit agencies throughout the state that have met their useful lives.

NEW JERSEY

New Jersey Transit Corporation
Project: NJ TRANSIT Bus Radio/On-Board “Smart Bus” Technology Retrofit
Amount: $8,572,200

The New Jersey Transit Corporation will retrofit its fleet with the technology required to fully utilize its new radio system.

NEW MEXICO

New Mexico Department of Transportation
Project: Rural Transit Asset Management Systems
Amount: $200,000

The New Mexico DOT will develop an asset management system in order to more effectively track the condition of the sub-grantee’s fleets, facilities, and equipment.

New Mexico Department of Transportation
Project: Rural Area Vehicle Replacements
Amount: $1,750,000

The New Mexico DOT will replace a variety of capital equipment across the rural transit agencies in the state.

NEVADA

Regional Transportation Commission of Southern Nevada
Project: IBMF Major Repairs and Upgrades
Amount: $1,750,000

The Regional Transportation Commission of Southern Nevada will use these funds to provide needed improvements to the Integrated Bus Maintenance Facility of the RTC. This is a 36-acre facility serves as one of two major maintenance locations and the central control for operations. The improvements for this project include security upgrades, roof replacement/repair, vehicle lift replacement, pavement repairs, and heating and air conditioning replacement.

Regional Transportation Commission of Washoe County
Project: Transit Vehicle Replacement (Diesel-Electric Hybrid)
Amount: $4,772,500

The Regional Transportation Commission of Washoe County will replace buses in its fleet that are beyond their useful lives with diesel-electric hybrid buses.

Regional Transportation Commission of Washoe County
Project: Facility Improvements
Amount: $335,376

The Regional Transportation Commission of Washoe County will build a fuel island at its maintenance and operations facility in Reno.

NEW YORK

Capital District Transportation Authority
Project: Transit Vehicle Replacement
Amount: $4,000,000

The Capital District Transportation Authority will replace buses in its fleet that have met their useful lives.

Central New York Regional Transportation Authority
Project: Transit Vehicle Replacement (CNG & Clean Diesel)
Amount: $13,418,960

The Central New York Regional Transportation Authority will replace buses in its fleet that are beyond their useful lives with CNG and clean-diesel buses that will reduce overall energy usage and emissions.

County of Chemung, New York
Project: Transit Vehicle Replacement
Amount: $1,290,000

Chemung County Transit System will replace vehicles in its fleet that are beyond their useful lives.

County of Chemung, New York
Project: Purchase and Installation of Power Generator
Amount: $80,000

The Chemung County Transit System will use funds to purchase and install an emergency power generator for their maintenance facility. The facility does not currently have the ability to continue operations in the event of a power outage.

Dutchess County
Project: Transit Vehicle Replacement
Amount: $2,556,000

Dutchess County will replace vehicles in its fleet that have met their useful lives.

New York Metropolitan Transportation Authority
Project: Replacement of Bus Radio System and Command Center
Amount: $34,272,672

The New York Metropolitan Transportation Authority will use the funds replace communications equipment.

New York Metropolitan Transportation Authority
Project: Transit Vehicle Replacement
Amount: $14,780,208

MTA Bus will replace buses in its fleet that have met their useful lives.

New York Metropolitan Transportation Authority
Project: Upgrade and Replacement of Facility Equipment
Amount: $14,320,000

MTA will use the funds to replace facility equipment at four MTA bus depots. These equipment improvements will include the replacement of bus washers at each of these depots. The bus wash system will include the latest energy and water saving features such as a water reclamation system.

New York Metropolitan Transportation Authority
Project: Transit Vehicle Replacement
Amount: $49,254,336

The New York Metropolitan Transportation Authority will replace vehicles in its fleet that are beyond their useful lives.

Rochester Genesee Regional Transportation Authority
Project: Transit Vehicle Replacement
Amount: $7,299,114

The Rochester Genesee Regional Transportation Authority will replace vehicles in its fleet that are beyond their useful lives.

OHIO

Central Ohio Transit Authority (COTA)
Project: Transportation Asset Management System Upgrade
Amount: $1,000,000

The Central Ohio Transit Authority will develop an asset management system in order to more effectively track the condition of the agency's fleet, facilities, and equipment.

Greater Cleveland Regional Transit Authority
Project: Bus Pavement Parking Improvement Program
Amount: $3,168,000

The Greater Cleveland Regional Transit Authority will use the funds to resurface a number of parking lots at stations and park-and-ride lots that are between 16 and 20 years old and have public transportation bus connections. This project will allow the Greater Cleveland RTA to resurface more than 2,000 parking spaces throughout its system that have deteriorated after years of heavy traffic volume and cold weather.

METRO Regional Transit Authority
Project: Transit Vehicle Replacement (CNG Articulated Buses)
Amount: $2,000,000

METRO Regional Transit Authority will use the funds to replace articulated buses in their fleet that are beyond their useful lives with compressed natural gas vehicles.

METRO Regional Transit Authority
Project: Transit Vehicles Replacement (CNG)
Amount: $1,472,000

The METRO Regional Transit Authority will use funds to replace vehicles in its fleet that are beyond their useful lives with compressed natural gas vehicles.

Stark Area Regional Transit Authority
Project: Gateway Facility Upgrades
Amount: $368,000

The Stark Area Regional Transit Authority will renovate the Gateway bus maintenance and office facility. The project includes upgrades to a number of security and access systems, parking lot improvements and lighting replacements.

OKLAHOMA

Metropolitan Tulsa Transit Authority
Project: Transit Vehicle Replacement (CNG) & Bus Wash Machine
Amount: $1,240,500

The Metropolitan Tulsa Transit Authority will replace buses in its fleet that are beyond their useful lives with diesel-electric hybrid buses. This project will also include the purchase of a more energy efficient bus wash.

Oklahoma Department of Transportation
Project: KIBOIS Community Action Foundation, Inc. /KIBOIS Area Transit System Transit Vehicle Replacement
Amount: $1,175,280

The KIBOIS Area Transit System will replace vehicles in its fleet that have met their useful lives.

Oklahoma Department of Transportation
Project: Little Dixie Community Action Agency, Inc. /Little Dixie Transit, Transit Vehicle Replacement
Amount: $522,900

Little Dixie Transit will replace vehicles in its fleet that have met their useful lives.

Oklahoma Department of Transportation
Project: Community Action Development Corporation/Red River Transportation Service Transit Vehicle Replacement
Amount: $283,860

The Red River Transportation Service will replace vehicles in its fleet that are beyond their useful lives.

OREGON

Lane Transit District
Project: Transit Vehicle Replacements (Hybrid-Electric)
Amount: $3,000,000

The Lane Transit District will replace buses in its fleet that are beyond their useful lives with hybrid-electric buses.

Rogue Valley Transportation District
Project: Transit Vehicle Replacement (Alternative Fuel)
Amount: $1,093,023

The Rogue Valley Transportation District will replace buses in its fleet that are beyond their useful lives with alternative fuel buses.

Tri-County Metropolitan Transportation District of Oregon (TriMet)
Project: Transit Vehicle Replacement (Mini-Hybrid)
Amount: $5,000,000

TriMet will use funds to replace buses in its fleet that are beyond their useful lives with mini-hybrid technology buses.

PENNSYLVANIA

Cambria County Transit Authority
Project: Construction of New Administration/Operations & Maintenance Facility
Amount: $6,000,000

This project will fund a new administrative, operations, and maintenance facility for the Cambria County Transit Authority. The new facility will be constructed on a designated Brownfield site and will focus on energy conservation and alternative energy solutions in its goal to be certified under Leadership in Energy and Environmental Design (LEED).

Centre Area Transportation Authority (CATA)
Project: Transit Vehicle Replacement (CNG)
Amount: $6,336,000

The Centre Area Transportation Authority will replace buses in its fleet that are beyond their useful lives with compressed natural gas buses.

Erie Metropolitan Transit Authority
Project: Bus Storage & Bus Wash/Fueling Facilities
Amount: $13,934,520

The Erie Metropolitan Transit Authority will use the funds for Phases II and III of their Joint Operations Facility project. Phase II includes a 129,000 square-foot bus storage facility and Phase III would provide funds for a 10,000 square foot bus wash and fueling facility.

Allentown (Lehigh and Northampton Transportation Authority)
Project: Construction of Maintenance Garage
Amount: $10,400,000

LANTA will use the funds for the construction of a maintenance garage at their Allentown operating facility. The existing maintenance facility was built in 1953 and does not meet the needs of LANTA's current fleet. This new facility will improve circulation and maintenance efficiencies and meet LANTA's long range needs.

Southeastern Pennsylvania Transportation Authority (SEPTA)
Project: Transit Vehicle Replacement
Amount: $15,000,000

SEPTA will replace vehicles in its fleet that are beyond their useful lives with diesel-electric hybrids.

Transportation & Motor Buses for Public Use Authority (AMTRAN)
Project: AMTRAN Maintenance Facility Rehabilitation
Amount: $134,400

AMTRAN will complete renovations at its maintenance facility.

Transportation & Motor Buses for Public Use Authority (AMTRAN)
Project: Transit Vehicle Replacement
Amount: $200,000

AMTRAN will replace buses in its fleet that are beyond their useful lives with diesel-electric hybrid buses.

York County Transportation Authority (YCTA)
Project: Renovation/Modernization of Headquarters & Bus Maintenance Facility
Amount: $6,000,000

YCTA will renovate and modernize its headquarters and bus maintenance facility in York. This facility will provide a regional center for YCTA operations/maintenance, administration and customer call service in order to better serve the various communities within York, Adams, and Northumberland Counties.

PUERTO RICO

Puerto Rico Highway and Transportation Authority (PRHTA)
Project: Replacement, Upgrade, & Expansion of Intermodal & Integrated Automated Fare Collection Systems
Amount: $6,720,000

PRHTA will use these funds to purchase and implement a single, automated, smart fare collection system across the three major forms of bus-related public transportation in Puerto Rico.

RHODE ISLAND

Rhode Island Public Transit Authority
Project: Transit Asset Management System
Amount: $1,500,000

The Rhode Island Public Transit Authority will use the funds to develop an asset management system in order to more effectively track the condition of the agency's fleet, facilities, and equipment.

SOUTH CAROLINA

Pee Dee Regional Transportation Authority
Project: Construction of New Bus Maintenance Facility
Amount: $2,091,507

This project will fund the construction of a new maintenance facility for the Pee Dee Regional Transportation Authority. The new maintenance facility will replace a 30-year old-facility that cannot accommodate the increases in PDRTA's fleet. The new facility will seek LEED Silver certification through a number of environmental design features, including the installation of solar panels on the roof.

Waccamaw Regional Transportation Authority
Project: Asset Management System
Amount: $4,798

Waccamaw Regional Transportation Authority will develop asset management system in order to more effectively track the condition of the agency's fleet, facilities, and equipment.

SOUTH DAKOTA

South Dakota Department of Transportation
Project: Sisseton, SD Bus Garage Expansion
Amount: $240,000

Community Transit in Sisseton will use funds to add three additional stalls to an existing bus garage to increase fleet parking capacity.

South Dakota Department of Transportation
Project: Rapid Transit Vehicle Replacement
Amount: $1,680,000

The City of Rapid City and Rapid Transit will replace vehicles in its fleet that have met their useful lives.

South Dakota Department of Transportation
Project: River Cities Public Transit Concrete Surfacing
Amount: $520,000

River Cities Public Transit will surface the parking area around its new bus facility.

TENNESSEE

Chattanooga Area Regional Transportation Authority (CARTA)
Project: Transit Vehicle Replacement
Amount: $4,148,000

CARTA will replace buses in its fleet that are beyond their useful lives.

Nashville Metropolitan Transit Authority (MTA)
Project: Myatt Maintenance Facility Renovation
Amount: $4,649,819

The Nashville MTA will renovate the maintenance facility portion of a planned joint MTA and Metro Government facility in Madison. The new maintenance facility will allow the MTA to upgrade its fare collection, bus washer system, body shop, fabrication, and other necessary maintenance operations. It will also provide sufficient space for the parking of the entire fleet above the flood plain. It will also hold parts, tools, records, and contain dispatching operations.

Nashville Metropolitan Transit Authority
Project: Facility Roof Replacement
Amount: $721,131

Nashville MTA will replace the roof on its Nestor facility.

TEXAS

Capital Metropolitan Transportation Authority
Project: Bus Replacement
Amount: $3,000,000

The Capital Metropolitan Transportation Authority will replace vehicles in its fleet that have met their useful lives.

City of El Paso
Project: El Paso Millennium Transit Vehicle Replacement (Natural Gas)
Amount: $5,000,000

The City of El Paso will replace buses in its fleet that are beyond their useful lives with either compressed natural gas (CNG) or liquefied natural gas buses.

City of Longview
Project: Transit Facility Rehabilitation
Amount: $449,600

The City of Longview will use funds to aid in the rehabilitation of its Transit Operations and Maintenance facility, a 13,000 square foot facility built in 1946. The building, which is located across from the historic train depot that serves Amtrak, needs rehabilitation to accommodate customers and vehicle maintenance for the Longview transit system.

Dallas Area Rapid Transit (DART)
Project: Replacement of Urban Transit Bus Fleet
Amount: $12,000,000

DART will replace vehicles in its fleet that have met their useful lives.

Denton County Transportation Authority
Project: Construction of New Bus Operations and Maintenance Facility
Amount: $8,200,000

Denton County Transportation Authority will build a new 22,000-square-foot bus operations and maintenance facility on a 15-acre site.

Metropolitan Transit Authority of Harris County, Texas
Project: Transit Asset Management System Upgrade & Enhancement
Amount: $3,212,000

The Metropolitan Transit Authority of Harris County, TX will develop asset management system in order to more

effectively track the condition of the agency's fleet, facilities, and equipment.

Metropolitan Transit Authority of Harris County, Texas
Project: Facilities Rehabilitation
Amount: $8,000,000

The Metropolitan Transit Authority of Harris County, TX will complete the renovations being made to the Kashmere and Hiram Clarke Bus Operating Facilities.

Texoma Area Paratransit System Inc.
Project: Transit Vehicle Replacement
Amount: $4,230,000

Texoma Area Paratransit System, Inc. (TAPS), as a subrecipient, will use the funds to replace buses in its fleet that are beyond their useful lives.

VIA Metropolitan Transit
Project: Bus Facilities Rehabilitation and Renovation
Amount: $3,000,000

VIA Metropolitan Transit will complete a variety of building renovations and rehabilitations across their facilities.

UTAH

Utah Transit Authority
Project: Transit Vehicle Replacement
Amount: $1,740,000

The Utah Transit Authority will replace buses in its fleet that are beyond their useful lives and allow for the purchase of spare power components and inspections for the new vehicles.

VIRGINIA

Greater Richmond Transit Company
Project: Transit Vehicle Replacement (CNG)
Amount: $3,376,630

The GRTC Transit System will replace buses in its fleet that are beyond their useful lives with compressed natural gas (CNG) buses..

Potomac and Rappahannock Transportation Commission (PRTC)
Project: PRTC Bus Overhaul Program
Amount: $2,600,000

The Potomac and Rappahannock Transportation Commission will overhaul vehicles in its fleet in order to extend their useful lives.

VIRGIN ISLANDS

Government of the Virgin Islands
Project: Facility Improvement
Amount: $1,080,000

The Government of the Virgin Islands will implement the final phase of upgrades and improvements to the maintenance facility on St. Thomas.

VERMONT

Vermont Agency of Transportation
Project: Paratransit Scheduling and Dispatching System Replacement
Amount: $4,125,840

The Vermont Agency of Transportation will use funds to replace their paratransit scheduling and dispatch hardware and software.

WASHINGTON

Central Puget Sound Regional Transit Authority
Project: Sound Transit, Transit Vehicle Replacement (Diesel-Hybrid)
Amount: $5,415,000

Sound Transit will replace buses in its fleet that are beyond their useful lives with hybrid-diesel buses.

Chelan/Douglas Public Transportation Benefit Area
Project: Link Transit HVAC System Replacement
Amount: $90,000

Link Transit will replace the heating, ventilation and air conditioning system at its Columbia Station Transit Center.

Chelan/Douglas Public Transportation Benefit Area
Project: Link Transit Roof Replacement
Amount: $50,000

Link Transit will replace the roof at the Columbia Station Transit Center.

Clark County Public Transportation Benefit Area (CCPTBA)
Project: C-TRAN Maintenance Efficiency Project
Amount: $1,142,200

C-TRAN will complete Phase II of efficiency improvements needed at their maintenance facility. These improvements include the replacement and upgrade of C-TRAN's bus surveillance system; the replacement of the fleet maintenance parts washer, and the replacement of a back-up generator.

King County Department of Transportation
Project: Transit Asset Management Plan
Amount: $965,951

King County DOT develop asset management system in order to more effectively track the condition of the agency's fleet, facilities, and equipment.

King County Department of Transportation
Project: Roof Replacement
Amount: $5,021,313

The King County DOT will replace the roof at the North Base Transit facility that has reached its useful life.

Lummi Nation
Project: Transit Vehicle Replacement
Amount: $416,000

The Lummi Nation will replace vehicles in its fleet that are beyond their useful lives.

Spokane Transit Authority
Project: Maintenance Equipment Replacement
Amount: $1,066,000

The Spokane Transit Authority will replace a bus washer, emergency generators, and maintenance lifts that support the operations of the Operations, Maintenance, and Administrative buildings.

Spokane Transit Authority
Project: Transit Vehicle Replacement
Amount: $937,056

The Spokane Transit Authority will replace paratransit vans in its fleet that are beyond their useful lives with diesel vans that will reduce overall energy usage and emissions.

Spokane Tribe of Indians
Project: Garage & Storage Project
Amount: $438,237

The Spokane Tribe of Indians will build a new vehicle storage facility, providing greater of security to its fleet. Vehicles are currently parked in the Tribe's administration building parking lot.

Stillaguamish Tribe of Indians
Project: Transit Vehicle Replacement
Amount: $156,024

The Stillaguamish Tribe of Indians will replace vehicles in its fleet that are beyond their useful lives with diesel-hybrid engine/propulsion vehicles for use in public transportation.

Washington State Department of Transportation
Project: Clallam Transit Replacement of Maintenance Facility Components
Amount: $260,000

Clallam Transit will use funds for the replacement of various maintenance facility components. These include vehicle hoists, a bus washer, and a non-recycling water reclamation unit.

Washington State Department of Transportation
Project: Clallam Transit, Transit Vehicle Replacement
Amount: $1,264,000

Clallam Transit will replace vehicles in its fleet that are beyond their useful lives.

Washington State Department of Transportation
Project: Pullman Transit Vehicle Replacement (Hybrid)
Amount: $1,512,000

Pullman Transit will replace buses in its fleet that are beyond their useful lives with hybrid buses that will reduce overall energy usage and emissions.

Washington State Department of Transportation
Project: Grant Transit Authority Transit Vehicle Replacement
Amount: $144,000

Grant Transit Authority will replace vehicles in its fleet that are beyond their useful lives.

Washington State Department of Transportation
Project: Grays Harbor Transportation Authority Transit Vehicle Replacement
Amount: $224,000

Grays Harbor Transportation Authority will replace vehicles in its fleet that are beyond their useful lives.

Washington State Department of Transportation
Project: Mason County Transportation Authority Transit Vehicle Replacement
Amount: $871,200

Mason County Transportation Authority will replace vehicles in its fleet that are beyond their useful lives.

Washington State Department of Transportation
Project: Garfield County Transportation Transit Vehicle Replacement
Amount: $30,400

Garfield County Transportation will replace vehicles in its fleet that are beyond their useful lives.

Washington State Department of Transportation
Project: Pacific Transit Vehicle Replacement
Amount: $96,000

Pacific Transit will replace vehicles in its fleet that are beyond their useful lives.

Washington State Department of Transportation
Project: Island Transit Facilities Replacement
Amount: $17,920,000

Island Transit will replace their current transit facility with a new main base to include a maintenance facility, bus washing and fueling facilities, and administration and operations facility.

Whatcom Transportation Authority
Project: Transit Vehicle Replacement (Hybrid)
Amount: $2,821,760

The Whatcom Transportation Authority will replace buses in its fleet that are beyond their useful lives with hybrid buses.

WISCONSIN

City of Eau Claire
Project: Transit Vehicle Replacement (Hybrid)
Amount: $880,000

The City of Eau Claire will replace buses in its fleet that are beyond their useful lives with hybrid buses.

Milwaukee County
Project: Transit Vehicle Replacement
Amount: $7,000,000

Milwaukee County will replace vehicles in its fleet that have met their useful lives.

Wisconsin Department of Transportation
Project: City of Waukesha Engine and Transmission Rebuilds
Amount: $123,200

The City of Waukesha will rebuild engines and transmissions in order to extend their useful lives.

Wisconsin Department of Transportation
Project: City of Fond du Lac Transit Vehicle Replacement
Amount: $578,730

The City of Fond du Lac will replace buses in its fleet that are beyond their useful lives.

Wisconsin Department of Transportation
Project: City of Madison Transit Vehicle Replacement, Farebox System Upgrade, & Replacement Passenger Shelters
Amount: $5,160,800

The City of Madison will replace buses in its fleet that are beyond their useful lives. This project will also include the replacement and upgrade of the farebox collection system to increase efficiency and reduce maintenance costs, as well as the replacement of old bus shelters.

Wisconsin Department of Transportation
Project: City of Appleton Valley Transit Replacement Bus Shelters, ADA Facility Improvements, Replacement Parts for Buses, and Replacement Support Vehicles.
Amount: $220,800

The City of Appleton Valley Transit will use funds for replacement bus shelters, bus parts, support vehicles and ADA facility improvements.

Wisconsin Department of Transportation
Project: City of La Crosse Transit Vehicle Replacement (Hybrid)

Amount: $1,320,000

The City of La Crosse will replace buses in its fleet that are beyond their useful lives with hybrid buses.

Wisconsin Department of Transportation
Project: City of Racine Transit Vehicle Replacement
Amount: $4,760,000

The City of Racine will replace buses in its fleet that are beyond their useful lives.

WEST VIRGINIA

Mid-Ohio Valley Transit Authority
Project: Construction of New Maintenance Facility
Amount: $3,000,000

The Mid-Ohio Valley Transit Authority will build a new 11,000 square foot prefabricated maintenance facility located in Parkersburg. This building will incorporate LEED design features, including solar panels, a water reclamation system, and porous asphalt.

Tri-State Transit Authority
Project: Roof Repair & Vehicle Replacements
Amount: $2,609,400

The Tri-State Transit Authority will replace the roof on its maintenance facility and transfer center. They will also use the funds to replace vehicles in their fleet that have met their useful lives.

WYOMING

Wyoming Department of Transportation
Project: Phase II Regional Transportation Storage, Maintenance & Operations Buildings
Amount: $5,000,000

START Bus will use the funds toward the construction of a new regional transportation, maintenance, and operations facility in Teton County. The future use of alternatives fuels will be considered in the design of this facility. In addition, START Bus will build the facility to attain LEED Silver Certification.

United States
Department of Transportation

GO

PRESS RELEASE

U.S. Transportation Secretary LaHood Participates in Ribbon Cutting for Dubuque Millwork District TIGER Project

Friday, May 18, 2012

SHARE

DUBUQUE, Iowa– U.S. Transportation Secretary Ray LaHood celebrated the ribbon cutting on the $137 million Historic Millwork District multimodal improvement project, a keystone in a strategy to reinvigorate the community by attracting both businesses and residents through expanded transportation options and improved livability.

"Dubuque has overhauled the Historic Millwork District into a livable, walkable community that is attracting businesses and residents alike," said Secretary LaHood. "This kind of smart transportation planning creates jobs, accommodates all road users – cars, transit, bicycles and pedestrians – and improves public safety."

The city estimates that due to the design and location, 60 percent of the new residents within the Historic Millwork District will work downtown. The U.S. Department of Transportation provided a $5.6 million American Recovery and Reinvestment Act TIGER (Transportation Investment Generating Economic Recovery) grant to help the city provide more transportation options and reconstruct the street networks to better serve a broad range of users, including drivers, public transportation, pedestrians, bicyclists, seniors, children and people with disabilities.

"By investing in this revitalization, the city of Dubuque created jobs, provided accessible and varied transportation options for residents and visitors and strengthened the local economy," said Federal Highway Administrator Victor Mendez. "Dubuque residents will now have a more connected community in which to work and live."

The Historic Millwork District was redeveloped from old factories and mills, dormant since the early part of the 20th century, into a new mixed-use development incorporating housing, workplaces and entertainment. The TIGER program was designed to promote innovative, multi-modal and multi-jurisdictional transportation projects that provide significant economic and environmental benefits to an entire metropolitan area, region or the nation.

[+] Feedback

http://www.epa.gov/statelocalclimate/local/showcase/dubuque.html

EPA United States Environmental Protection Agency

State and Local Climate and Energy Program

Smarter, Sustainable Dubuque

Dubuque, Iowa

Federal Funding: $473,136

Project Timeline: February 2011 – February 2013

- Latest Update
- Project Summary
- Community Characteristics
- Program Results/Estimated Results
- Project Websites

Latest Update

The City of Dubuque continued to work in partnership with the IBM Watson Research Center and Dubuque 2.0 on the Smarter, Sustainable Dubuque (SSD) initiative. The City has distributed 500 radio frequency identification (RFID) tags to Smarter Travel pilot participants to track their use of The Jule EXIT Disclaimer public transportation system. The City has also recruited over 1,000 additional volunteers to install the smartphone app, which will track the volunteers' travel patterns during the program. The East Central Intergovernmental Association (ECIA), who manages The Jule, has started to analyze data received from the smartphone users to identify opportunities for vehicle miles traveled reduction. The success of the smartphone app for this project will help inform Smarter Sustainable Dubuque's newest venture, Smarter Community Engagement, designed to help residents and the local government make educated decisions through access to better data. Lastly, the City is working with its partners to use the results of the SSD pilot and other data collected through the Community Climate Action planning process and Sustainable Dubuque Indicators report to educate the community about sustainability efforts.

Project Summary

Promoting Community Engagement through Energy Reduction

Over the past 30 years, Dubuque has faced multiple challenges, including economic hardship and significant unemployment. Dubuque's leaders have identified another challenge on the horizon: the quest for sustainability and the reduction of greenhouse gas (GHG) emissions. Dubuque is committed to being a national leader among communities with populations under 200,000 in identifying the best practices for sustainability and GHG emission reduction. Under the Smarter, Sustainable Dubuque (SSD) Initiative, the City is helping 1,000 pilot households reduce GHG emissions by reducing vehicle miles traveled (VMT) and more efficient use of water, electricity, natural gas, and waste. Based on the results of the pilot project, the City and its partners will launch a community-wide campaign to engage all Dubuque households and businesses. Climate Showcase Communities funding is being used to implement the transportation element of the larger project.

Pilot households are equipped with advanced electric and water meters as well as radio frequency identification tags and smartphone apps to track their vehicle miles traveled (VMT). Using these tools, the City is tracking results against baseline energy consumption profiles and providing each household with a weekly report on their electricity and water consumption, and VMT. The City is also providing each household with tools and information on how to reduce their carbon footprint.

Using information collected from the pilot households, the City of Dubuque will partner with the Community Foundation of Greater Dubuque, the Chamber of Commerce, Dubuque Community School District, and local colleges to conduct a community education campaign and to advance the goal of significant carbon emission reductions in Dubuque. A key component of the outreach campaign will be the development and use of a personal and community dashboard, an interactive website where citizens can monitor their energy use and compare it to their neighbors. The campaign will use social media to:

- launch a community Green Asset map,
- highlight best practices of energy, water, and VMT use from the 1,000 pilot households, and
- promote a Carbon Diet for the community.

The Smarter, Sustainable Dubuque project will create a model that can be replicated in any community, particularly communities with less than 200,000 residents, where 40% of the United States population resides. The City of Dubuque hopes to provide a model that fosters community engagement and education, more energy-efficient ways of operating municipal services and buildings, decreased greenhouse gas emissions, job creation, financial savings, and a higher quality of life for the entire community.

Community Characteristics

Population:	57,696
Area:	26 square miles
Government Type:	City
Community Type:	Small Urban
Median Household Income:	$41,879

Program Results/Estimated Results

Expected GHG Reductions:	536 metric tons CO_2e annually (from pilot)
Actual GHG Reductions (as of June 2012):	17.2 metric tons CO_2e annually
Expected Gasoline Savings:	60,000 gallons annually

Expected Cost Savings:	$157,000 annually

Project Websites

- Smarter Sustainable Dubuque EXIT Disclaimer
- Dubuque 2.0 EXIT Disclaimer
- University of Iowa Sustainable Dubuque Indicators report EXIT Disclaimer

Last updated on Monday, October 22, 2012

Commitment Letters

Letters of Commitment

Crescent Community Health Center

Community Foundation of Greater Dubuque

Dubuque Area Chamber of Commerce

Greater Dubuque Development Corporation

Dubuque Main Street

Audubon Elementary School

Northeast Iowa Community College

East Central Intergovernmental Association

Opening Doors

Steeple Square

Iowa Initiative for Sustainable Communities

Crescent Community
HEALTH CENTER

November 1, 2017

The Honorable Roy Buol
Mayor
City of Dubuque
50 West 13th Street
Dubuque, IA 52001

Re: Strong Support for and Commitment to Cleanup of 411 East 15th Street Brownfields Site in Dubuque, IA

Dear Mayor Buol:

I write on behalf of Crescent Community Health Center to convey our strong support for and commitment to the City of Dubuque's cleanup of the Blum site at 411 East 15th Street. The former scrap facility abuts railroad tracks, an automotive repair shop, a coal yard, and a corrections facility. The property is contaminated with polycyclic aromatic hydrocarbon (PAH) compounds, lead, arsenic, and other hazardous substances, and is not suitable for future residential, commercial or industrial purposes without remediation. Brownfields funding from the U.S. Environmental Protection Agency (EPA) will help to overcome these environmental contamination challenges, and support improved health, welfare, and quality of life for Dubuque residents.

My organization is a federally qualified health center whose mission is to provide affordable preventive and primary health care to underserved members of our community. The site is only two blocks from our clinic and is a danger and an eyesore to the Washington neighborhood. We support Dubuque's effort to revitalize the former Blum property because we are a primary partner in ensuring the health of our patients and providing opportunities to improve their health. Cleaning up this site and transforming it into community recreational space will add to the opportunities for our patients to increase their activity levels.

Brownfields redevelopment is a community effort. As such, Crescent Community Health Center will help support the cleanup of the 411 East 15th Street site by:

- Serve on the project's steering committee
- Distribute public outreach materials to various stakeholder and citizen groups
- Host/facilitate outreach events
- Help Dubuque determine appropriate redevelopment options at the site

- Ensure that brownfields reuse plans are integrated with the region's transportation, land use and economic development plans
- Explore opportunities to leverage resources for the project

We appreciate the opportunity to support Dubuque in its effort to seek EPA Brownfields funds, and stand ready to help make the community a safe and attractive place to live, work and play.

Sincerely,

Julie Woodyard

Julie Woodyard
Executive Director

Community Foundation
of Greater Dubuque

700 Locust Street, Suite 195, Dubuque, IA 52001 • 563.588.2700 • www.dbqfoundation.org

October 31, 2017

The Honorable Roy Buol
Mayor
City of Dubuque
50 West 13th Street
Dubuque, IA 52001

Re: Strong Support for and Commitment to Cleanup of 411 East 15th Street Brownfields Site in Dubuque, IA

Dear Mayor Buol:

I write on behalf of the Community Foundation of Greater Dubuque to convey our strong support for and commitment to the City of Dubuque's continued cleanup of the Blum site at 411 East 15th Street. The former scrap facility abuts railroad tracks, an automotive repair shop, a coal yard, and a corrections facility. The soil at that property is contaminated with lead, arsenic and other hazardous substances, and is not suitable for future development of an outdoor recreational space without remediation. Browfields funding from the U.S. Environmental Protection Agency (EPA) will help overcome these environmental contamination challenges, and support improved health, welfare, and quality of life for Dubuque residents.

My organization is a place-based community foundation committed to strengthening community and inspiring giving. We support Dubuque's effort to revitalize brownfields because we believe that a strong and resilient community starts with equitable environmental conditions for all of its residents.

Brownfields redevelopment is a community effort. As such, the Community Foundation of Greater Dubuque will help support the cleanup of the 411 East 15th street site by:

- Distribute public outreach materials to various stakeholders and citizen groups
- Explore opportunities to leverage resources for the project

We appreciate the opportunity to support Dubuque in its efforts to seek EPA Brownfields funds, and stand ready to help make the community a safe and attractive place to live, work and play.

Sincerely,

Nancy Van Milligen

Nancy Van Milligen
President/CEO

DUBUQUE AREA CHAMBER
WHERE BUSINESS BELONGS

November 14, 2017

Kristin Hill
Communication Specialist, Bee Branch Watershed
City of Dubuque
50 West 13th Street
Dubuque, IA 52001

Re: Strong Support for and Commitment to Cleanup of 411 East 15th Street Brownfields Site in Dubuque, IA

Dear Ms. Hill:

I write on behalf of the Dubuque Area Chamber of Commerce to convey our strong support for and commitment to the City of Dubuque's cleanup of the Blum site at 411 East 15th Street. The former scrap facility abuts railroad tracks, an automotive repair shop, a coal yard, and a corrections facility. The property is contaminated with polycyclic aromatic hydrocarbon (PAH) compounds, lead, arsenic, and other hazardous substances, and is not suitable for future residential, commercial or industrial purposes without remediation. Brownfields funding from the U.S. Environmental Protection Agency (EPA) will help to overcome these environmental contamination challenges, and support improved quality of life, welfare and commerce for residents and businesses alike.

Our organization is a mission-driven nonprofit dedicated to the support and success of our members and business community. We work to create a business climate conducive to economic growth and prosperity which is why we support Dubuque's effort to revitalize the former Blum property. Redevelopment and revitalization has been instrumental in the transformation of Dubuque's economy.

Brownfields redevelopment is a community effort and critical component to our progress. As such the Chamber will help support the cleanup of the 411 East 15th Street site by:

- Distributing public outreach materials to the business community, membership and appropriate stakeholder groups.
- Hosting/Facilitating informational or outreach events
- Helping Dubuque determine appropriate redevelopment options at the site
- Ensuring that brownfields reuse plans are integrated with the region's transportation, land use and economic development plans
- Exploring opportunities to leverage resources for the project

We appreciate the opportunity to support Dubuque in its effort to seek EPA Brownfields funds, and stand ready to help make the community a safe and attractive place to live, work and play.

Sincerely,

Molly Grover

Molly Grover, President
Dubuque Area Chamber of Commerce

November 7, 2017

Greater Dubuque
DEVELOPMENT CORP.

Schmid Innovation Center
900 Jackson St., Suite 109
Dubuque, IA, 52001
www.greaterdubuque.org

The Honorable Roy Buol
Mayor
City of Dubuque
50 West 13th Street
Dubuque, IA 52001

RE: Strong Support for and Commitment to Cleanup of 411 East 15th Street Brownfields Site in Dubuque, IA

Dear Mayor Buol:

I am writing on behalf of Greater Dubuque Development Corporation to convey our strong support for and commitment to the City of Dubuque's cleanup of the Blum site at 411 East 15th Street. The former scrap facility abuts railroad tracks, an automotive repair shop, a coal yard, and a corrections facility. The property is contaminated with polycyclic aromatic hydrocarbon (PAH) compounds, lead, arsenic, and other hazardous substances, and is not suitable for future residential, commercial or industrial purposes without remediation. Brownfields funding from the U.S. Environmental Protection Agency (EPA) will help to overcome these environmental contamination challenges, and support improved health, welfare, and quality of life for Dubuque residents.

Greater Dubuque Development is a private non-profit corporation dedicated to the mission of creating broad based economic prosperity to our region. We whole heartedly support Dubuque's effort to revitalize the former Blum property as a critical component of finding "Dubuque's True North". Dubuque's True North is a public-private partnership to reinvigorate our most challenged neighborhoods in our poorest census track. The Blum property lies in the heart of that neighborhood.

Greater Dubuque Development will support the brownfield redevelopment project at 411 East 15th Street as follows:

- Greater Dubuque will hire one full-time equivalent dedicated to finding "Dubuque's True North". Their duties will include collaboration with the City of Dubuque in the cleanup of the Blum property.
- Greater Dubuque will assist the City of Dubuque in the creation of redevelopment options for the site.
- Greater Dubuque will lend our staff and resources in support of the project.

Greater Dubuque appreciates the opportunity to support Dubuque in its efforts to seek EPA Brownfield funds and look forward to making this former Brownfield area a safe and attractive place to live, work and play.

Sincerely,

Rick Dickinson
President & CEO

DUBUQUE MAIN STREET
1069 MAIN STREET • DUBUQUE • IOWA • 52001-4724
[563]588-4400 • [563]588-0645-FAX • WWW.DUBUQUEMAINSTREET.ORG

November 1, 2017

The Honorable Roy Buol
Mayor
City of Dubuque
50 West 13th Street
Dubuque, IA 52001

Re: Strong Support for and Commitment to the Cleanup of 411 East 15th Street Brownfields Site in Dubuque, IA

Dear Mayor Buol:

Dubuque Main Street (DMS), a downtown development corporation, endorses and strongly advocates for the City of Dubuque's cleanup of the Blum site at 411 East 15th Street. The former scrap metal facility is adjacent to downtown and within our Washington Neighborhood district. It also abuts railroad tracks, an automotive repair shop, a coal yard, and a corrections facility. We know the property to be contaminated with polycyclic aromatic hydrocarbon (PAH) compounds, arsenic, lead and other hazardous waste. The site is not suitable for future residential, commercial or industrial purposes without remediation. Brownfields funding from the U.S. Environmental Protection Agency (EPA) will help to surmount these ecological contamination challenges, and support improved health, welfare, and quality of life for Dubuque residents, especially in this low income downtown census tract.

DMS is a not-for-profit corporation dedicated to the development and ongoing support of downtown as the place to establish residential and commercial improvement. We support the City's effort to reclaim and improve the former Blum property. In our dense urban center great community "places" are few and must be special. Thus, areas like the Blum property should be repurposed for optimal sustainability. DMS commits to support of this Cleanup project, as it will help further economic development initiatives within and adjacent to our service area, especially the disadvantaged residential neighborhood.

DMS will assist the City with public outreach activities in the following areas:

- Distribution of public outreach materials to various stakeholder groups
- Hosting outreach events, including an information booth at Dubuque's largest festival
- Ensuring the brownfields reuse plans are integrated with the city center's transportation, land use and economic development plans
- Gleaning multiple opportunities to leverage resources for the project

This project is an ideal opportunity for our partnership between public, private and not-for-profit organizations to turn a major blight into a centerpiece of urban development, meeting our trail system.

We appreciate the opportunity to support Dubuque in its effort to seek EPA Brownfields funds, and stand ready to help make the community a safe and attractive place to live, work and play.

Sincerely,

Daniel L. LoBianco
Executive Director

AUDUBON school
DUBUQUE, IOWA

Ed Glaser; Audubon School Principal, 605 Lincoln Avenue, Dubuque, IA 52001; Office: 563-552-3300; Fax: 563-552-3301; Email: eglaser@dbqschools.org

The Honorable Roy Buol
Mayor
City of Dubuque
50 West 13th Street
Dubuque, IA 52001

Re: Strong Support for and Commitment to Cleanup of 411 East 15th Street Brownfields Site in Dubuque, IA

Dear Mayor Buol:

I write on behalf of Audubon Elementary School to convey our strong support for and commitment to the City of Dubuque's cleanup of the Blum site at 411 East 15th Street. The former scrap facility abuts railroad tracks, an automotive repair shop, a coal yard, and a corrections facility. The property is contaminated with polycyclic aromatic hydrocarbon (PAH) compounds, lead, arsenic, and other hazardous substances, and is not suitable for future residential, commercial or industrial purposes without remediation. Brownfields funding from the U.S. Environmental Protection Agency (EPA) will help to overcome these environmental contamination challenges, and support improved health, welfare, and quality of life for Dubuque residents.

My organization is invested in the short term and long term well being of North End citizens. We support Dubuque's effort to revitalize the former Blum property because the cleanup is vital to the continued improvements being made along the Bee Branch. We have witnessed first hand how investing in this property is changing a neighborhood for the better and contributing to a more progressive and friendly city of Dubuque.

Brownfields redevelopment is a community effort. As such, Audubon School will help support the cleanup of the 411 East 15th Street site by:

- Provide volunteer opportunities to staff for cleanup efforts
- To help educate Audubon Families on the damaging effects of pollution in our community
- Distribute public outreach materials to various stakeholder and citizen groups
- Host/facilitate outreach events
- Help Dubuque determine appropriate redevelopment options at the site

We appreciate the opportunity to support Dubuque in its effort to seek EPA Brownfields funds, and stand ready to help make the community a safe and attractive place to live, work and play.

Sincerely,

Edward R. Glaser

Ed Glaser
Audubon Elementary School Principal

NORTHEAST IOWA
COMMUNITY COLLEGE

November 3, 2017

The Honorable Roy Buol
Mayor
City of Dubuque
50 West 13th Street
Dubuque, IA 52001

Re: Strong Support for and Commitment to Cleanup of 411 East 15th Street Brownfields Site in Dubuque, IA

Dear Mayor Buol:

I write on behalf of Northeast Iowa Community College to convey our strong support for and commitment to the City of Dubuque's cleanup of the Blum site at 411 East 15th Street. The former scrap facility abuts railroad tracks, an automotive repair shop, a coal yard, and a corrections facility. The property is contaminated with polycyclic aromatic hydrocarbon (PAH) compounds, lead, arsenic, and other hazardous substances, and is not suitable for future residential, commercial or industrial purposes without remediation. Brownfields funding from the U.S. Environmental Protection Agency (EPA) will help to overcome these environmental contamination challenges, and support improved health, welfare, and quality of life for Dubuque residents.

My organization is dedicated to proving accessible, affordable, quality education and training to meet the needs of our communities. We support Dubuque's effort to revitalize the former Blum property because we believe that cleaning up brownfields, thereby creating productive new use, offers substantial benefits to our community and impacts the lives of those living in the surrounding area.

Brownfields redevelopment is a community effort. As such, Northeast Iowa Community College will help support the cleanup of the 411 East 15th Street site by:

- Distribute public outreach materials to various stakeholder and citizen groups
- Host/facilitate outreach events
- Help Dubuque determine appropriate redevelopment options at the site
- Ensure that brownfields reuse plans are integrated with the region's transportation, land use and economic development plans
- Explore opportunities to leverage resources for the project

We appreciate the opportunity to support Dubuque in its effort to seek EPA Brownfields funds, and stand ready to help make the community a safe and attractive place to live, work and play.

Sincerely,

Liang Chee Wee, Ph.D.
President
Northeast Iowa Community College

Calmar Campus
1625 Hwy. 150 S.
P.O. Box 400
Calmar, IA 52132
800.728.2256
563.562.3263

Peosta Campus
8342 NICC Drive
Peosta, IA 52068
800.728.7367
563.556.5110

www.nicc.edu

East Central Intergovernmental Association
a regional response to local needs

November 1, 2017

The Honorable Roy Buol
Mayor
City of Dubuque
50 West 13th Street
Dubuque, IA 52001

Re: Strong Support for and Commitment to Cleanup of 411 East 15th Street Brownfields Site in Dubuque, IA

Dear Mayor Buol:

I write on behalf of East Central Intergovernmental Association (ECIA) to convey our strong support for and commitment to the City of Dubuque's cleanup of the Blum site at 411 East 15th Street. The former scrap facility abuts railroad tracks, an automotive repair shop, a coal yard and a corrections facility. The property is contaminated with polycyclic aromatic hydrocarbon (PAH) compounds, lead, arsenic and other hazardous substances, and is not suitable for future residential, commercial or industrial purposes without remediation. Brownfields funding from the U.S. Environmental Protection Agency (EPA) will help to overcome these environmental contamination challenges, and support improved health, welfare and quality of life for Dubuque residents.

ECIA is a regional Council of Governments. We work in a five county region in eastern Iowa providing technical support to 71 municipalities in the areas of economic development, community development, housing, transportation and planning, employment and training and transit. ECIA is also the designated Economic Development Administration (EDA) Planning District for the region. The City of Dubuque is a valued partner in all of ECIA's programming activities, and redevelopment of blighted areas is a priority for our EDA District goals. We support Dubuque's effort to revitalize the former Blum property because it is a priority as part of our Comprehensive Economic Development Strategy (CEDS) for the region as well as promotes redevelopment of buildings and sites in the region improving the quality of life and creating new economic opportunities.

Brownfields redevelopment is a community effort. As such, ECIA will help support the cleanup of the 411 East 15th Street site by:

- Serve on the project's steering committee
- Distribute public outreach materials to various stakeholder and citizen groups
- Host/facilitate outreach events
- Help Dubuque determine appropriate redevelopment options at the site
- Ensure that brownfields reuse plans are integrated with the region's transportation, land use and economic development plans
- Explore opportunities to leverage resources for the project

We appreciate the opportunity to support Dubuque in its effort to seek EPA Brownfields funds, and stand ready to help make the community a safe and attractive place to live, work and play.

Sincerely,

Kelley H. Deutmeyer
Executive Director

OPENING DOORS
Maria House • Teresa Shelter
Empowering Lives

November 13 2017

The Honorable Roy Buol
Mayor
City of Dubuque
50 West 13th Street
Dubuque, IA 52001

Re: Strong Support for and Commitment to Cleanup of 411 East 15th Street Brownfields Site in Dubuque, IA

Dear Mayor Buol:

I write on behalf of Opening Doors to convey our strong support for and commitment to the City of Dubuque's cleanup of the Blum site at 411 East 15th Street. The former scrap facility abuts railroad tracks, an automotive repair shop, a coal yard, and a corrections facility. The property is contaminated with polycyclic aromatic hydrocarbon (PAH) compounds, lead, arsenic, and other hazardous substances, and is not suitable for future residential, commercial or industrial purposes without remediation. Brownfields funding from the U.S. Environmental Protection Agency (EPA) will help to overcome these environmental contamination challenges, and support improved health, welfare, and quality of life for Dubuque residents.

My organization provides emergency and transitional housing to women, alone or with children. We support Dubuque's effort to revitalize the former Blum property because we strive to improve the quality of life for the families we serve.

Brownfields redevelopment is a community effort. As such, Opening Doors will help support the cleanup of the 411 East 15th Street site by helping Dubuque determine appropriate redevelopment options at the site.

We appreciate the opportunity to support Dubuque in its effort to seek EPA Brownfields funds, and stand ready to help make the community a safe and attractive place to live, work and play.

Sincerely,

Michelle Brown

Michelle Brown, LBSW
Opening Doors Executive Director

1561 Jackson Street • Dubuque, Iowa 52001
Phone: 563.582.7480 • Fax: 563.582.7467 • Web: www.openingdoorsdbq.org

STEEPLE SQUARE

November 7, 2016

The Honorable Roy Buol
Mayor
City of Dubuque
50 West 13th Street
Dubuque, IA 52001

Re: Strong Support for and Commitment to Cleanup of 411 East 15th Street Brownfields Site in Dubuque, IA

Dear Mayor Buol:

I write on behalf of Steeple Square to convey our strong support for and commitment to the City of Dubuque's cleanup of the Blum site at 411 East 15th Street. The former scrap facility abuts railroad tracks, an automotive repair shop, a coal yard, and a corrections facility. The property is contaminated with polycyclic aromatic hydrocarbon (PAH) compounds, lead, arsenic, and other hazardous substances, and is not suitable for future residential, commercial or industrial purposes without remediation. Brownfields funding from the U.S. Environmental Protection Agency (EPA) will help to overcome these environmental contamination challenges, and support improved health, welfare, and quality of life for Dubuque residents.

Steeple Square serves as an inclusive, collaborative hub for social support and community building. We support Dubuque's effort to revitalize the former Blum property. Steeple Square's community event center is located on E. 15th St., and continued revitalization of the surrounding blocks will uplift one of our most disconnected neighborhoods, providing resources and beautification to citizens who need it most.

Brownfields redevelopment is a community effort. As such, Steeple Square will help support the cleanup of the 411 East 15th Street site by:

- Serving as a home base in the neighborhood to host stakeholders and outreach events
- Partnering to explore leveraged resources

STEEPLE
SQUARE

We appreciate the opportunity to support Dubuque in its effort to seek EPA Brownfields funds, and stand ready to help make the community a safe and attractive place to live, work and play.

Sincerely,

Jack McCullough
President, Steeple Square Board of Directors

THE UNIVERSITY OF IOWA
IOWA INITIATIVE
FOR SUSTAINABLE COMMUNITIES

November 06, 2017

The Honorable Roy Buol
Mayor
City of Dubuque
50 West 13th Street
Dubuque, IA 52001

Re: Strong Support for and Commitment to Cleanup of 411 East 15th Street Brownfields Site in Dubuque, IA

Dear Mayor Buol:

I write on behalf of the Iowa Initiative for Sustainable Communities in the Office of Outreach & Engagement at the University of Iowa to convey our strong support for and commitment to the City of Dubuque's cleanup of the Blum site at 411 East 15th Street. The former scrap facility abuts railroad tracks, an automotive repair shop, a coal yard, and a corrections facility. The property is contaminated with polycyclic aromatic hydrocarbon (PAH) compounds, lead, arsenic, and other hazardous substances, and is not suitable for future residential, commercial or industrial purposes without remediation. Brownfields funding from the U.S. Environmental Protection Agency (EPA) will help to overcome these environmental contamination challenges, and support improved health, welfare, and quality of life for Dubuque residents.

My organization is dediated to promoting sustainable communities across Iowa. We partner University of Iowa faculty, staff and students with communities across the state to work on projects that enhance economic development, support environmental conservation, build social and cultural equity and promote a more sustainable future. We support Dubuque's effort to revitalize the former Blum property because brownfields are both a deterrent to community and economic development and also an opportunity for sustainable growth.

Brownfields redevelopment is a community effort. As such, the Iowa Initiative for Sustainable Communities will help support the cleanup of the 411 East 15th Street site by agreeing to serve on the project's steering committee. In addition, we will seek to partner University of Iowa faculty and students with Dubuque's efforts on this project to help determine appropriate redevelopment options at the site.

We appreciate the opportunity to support Dubuque in its effort to seek EPA Brownfields funds, and stand ready to help make the community a safe and attractive place to live, work and play.

Sincerely,

Nicholas Benson
Director of the Iowa Initiative for Sustainable Communities
The University of Iowa

Threshold Criteria

Cleanup Threshold Criteria

1. **Applicant Eligibility**
   The City of Dubuque is an eligible entity as a general purpose unit of local government.

2. **Site Ownership**
   Dubuque acquired sole title to the Blum property at 411 East 15th Street on December 20, 2016.

3. **Basic Site Information**
   a. Name of the Site: Blum property
   b. Address of the Site: 411 East 15th Street, Dubuque, IA 52001
   c. Current Owner of the Site: City of Dubuque

4. **Status and History of Contamination at the Site**
   a. Contamination: Hazardous Substances
   b. Operational History and Current Uses: The .29-acre Blum property has operated as a junkyard/metal recycling center since the 1950s. The property historically contained a coffin company from approximately 1884 until 1909, with coal storage, a dry kiln, and varnishing/painting operations on site.
   c. Environmental Concerns at the Site: A Phase II Environmental Site Assessment (ESA) investigation (completed on October 4, 2016) identified the following hazardous materials in the soil and groundwater:
      - One (1) PCB, one (1) TEH, seventeen (17) PAHs, nineteen (19) VOCs, and seven (7) RCRA metals were detected in the soil and seven (7) PCBs and one (1) VOC reported as non-detect concentrations above applicable statewide standards;
      - One (1) TEH, two (2) PAHs, thirteen (13) VOCs, and three (3) RCRA metals were detected above laboratory reporting limits or were reported at non-detect values that exceed applicable statewide standards in the groundwater; and
      - Fourteen (14) compounds detected in groundwater including two (2) PAHs and twelve (12) VOCs are sufficiently volatile and sufficiently toxic to present a vapor intrusion risk.
      - Significant asbestos containing material (ACM) was identified on the property.
   d. How the Site Became Contaminated, and to the Extent Possible, Describe the Nature and Extent of the Contamination: An on-site inspection of the Blum property observed:
      - Several 76-pound, heavily-corroded steel flask shipping containers of liquid mercury;
      - Many apparent chemical spills, likely containing PCBs;
      - Empty chemical drums;
      - Leaking batteries, transformers, motors, and other automobile parts stored on the parcel, with associated staining on the ground;
      - Hydraulic machinery that may contain PCBs with associated staining; and
      - Stained pavement associated with past and present scrap material storage.

      Operating as a junkyard/metal recycling center since the 1950s, the Blum property is not suitable for future residential, commercial, or industrial purposes without remediation of shallow soil. The levels of PCBs, PAHs, benzo(a)pyrene, arsenic, lead, and VOC

concentrations present an unacceptable cancer risk. Approximately 6'' of thick media has accumulated on the basement floor of the main office building, containing exceedances of PCBs, arsenic, and lead. This material and the underlying concrete will need to be removed, characterized, and disposed of according to local state and federal regulations. Abatement of ACM will also be required before the structure can be demolished.

5. Brownfields Site Definition

The Blum property is:

- NOT listed or proposed for listing on the National Priorities List;
- NOT subject to unilateral administrative orders, court orders, administrative orders on consent, or judicial consent decrees issued to or entered into by parties under CERCLA; and
- NOT subject to the jurisdiction, custody, or control of the United States government.

6. Environmental Assessment Required for Cleanup Proposals

A Phase II ESA report was completed on October 4, 2016. Soil and groundwater sampling for analytes included (but was not limited to) the following: TEHs, VOCs, PAHs, PCBs, and RCRA metals.

Soil Assessment

Five (5) soil borings were advanced on and around the subject property using a direct-push Geoprobe on November 11, 2015. Soils encountered were generally brown silty sand. Groundwater was encountered at an approximate depth of 14 feet below ground surface (bgs) across the subject property. Three (3) PCB wipe samples were also collected. Cinders were observed at 0-1' bgs in boring SB1, indicating the possible presence of PAH and RCRA metals contamination.

A total of one (1) PCB, one (1) TEH, seventeen (17) PAHs, nineteen (19) VOCs, and seven (7) RCRA metals were detected in Range 1 soil and seven (7) PCBs and one (1) VOC reported as non-detect concentrations above applicable SWSs. Results for total PCBs, waste oil, benzo(a)pyrene, 1,2,3-trichloropropane, arsenic, and lead are reported at concentrations or non-detect concentrations *above* SWSs at multiple sample locations.

Groundwater Assessment

Upon the completion of soil sampling activities, groundwater samples were collected from each boring using a screen point sampler and a peristaltic pump with dedicated tubing to evaluate groundwater conditions on the subject property. Groundwater samples were collected for VOC, TEH, PAH, and RCRA metals analysis.

One (1) TEH, two (2) PAHs, thirteen (13) VOCs, and three (3) RCRA metals were detected above laboratory reporting limits or method detection limit or were reported at non-detect values that exceed applicable SWSs in the collected groundwater samples. All concentrations of reported PAHs and RCRA metals were *below* applicable SWSs. Waste oil, benzene, and tetrachloroethene were detected at concentrations above applicable SWSs and 1,2-dibromo-3-chloropropane, 1,2-dibromoethane, 1,1,2,2- tetrachloroethane, and 1,2,3-trichloropropane were reported as non-detect values *above*

applicable SWSs.

Findings

- **Range 1 Soil:** A total of one (1) PCB, one (1) TEH, seventeen (17) PAHs, nineteen (19) VOCs, and seven (7) RCRA metals were detected in Range 1 soil and seven (7) PCBs and one (1) VOC reported as non-detect concentrations above applicable SWSs. Results for total PCBs, waste oil, benzo(a)pyrene, 1,2,3-trichloropropane, arsenic, and lead are reported at concentrations or non-detect concentrations *above* SWSs at multiple sample locations.
- **Range 2 Soil:** No samples were collected from Range 2 soil as part of this assessment due to field observations per the Phase II Sampling Plan.
- **Groundwater:** One (1) TEH, two (2) PAHs, thirteen (13) VOCs, and three (3) RCRA metals were detected above laboratory reporting limits or were reported at nondetect values that exceed applicable SWSs. All concentrations of reported PAHs and RCRA metals were *below* applicable SWSs. Waste oil, benzene, and tetrachloroethene were detected at concentrations above applicable SWSs and 1,2-dibromo-3-chloropropane, 1,2-dibromoethane, 1,1,2,2-tetrachloroethane, and 1,2,3-trichloropropane were reported as non-detect values *above* applicable SWSs.
- **Vapor Intrusion:** Fourteen (14) compounds detected in groundwater including two (2) PAHs and twelve (12) VOCs are sufficiently volatile and sufficiently toxic to present a vapor intrusion risk. Thirteen (13) of these compounds were evaluated using the Johnson & Ettinger Vapor Intrusion Model for Forward Calculation of Indoor Air Concentration with one (1) compound that was not available to model in this program. The vapor intrusion risk is included in the Cumulative Risk Evaluation findings. The calculated results for this media indicate that vapor intrusion alone does not pose a risk on this site. Cumulative risk is discussed below.
- **Cumulative Risk Evaluation:** Cumulative cancer risk for a site resident and a site worker and non-cancer risk for a site resident, site worker, and construction worker are *unacceptable*. Cumulative cancer risk for a construction worker is *acceptable*.

7. Enforcement or Other Actions

Not applicable. There are no ongoing or anticipated enforcement or other legal actions related to the Blum site.

8. Sites Requiring a Property-Specific Determination

Not applicable

9. Site Eligibility and Property Ownership Eligibility

a. Property Ownership Eligibility – Hazardous Substance Sites

1. CERCLA §107 Liability

Dubuque is NOT potentially liable for contamination at the site under CERCLA §107 because it is a bona fide prospective purchaser of known contaminated property. Prior to the site's purchase, the City contracted HR Green to conduct a ESA that met federal requirements for All Appropriate Inquiries (AAI). In addition, Dubuque complies with EPA's continuing obligations for bona fide prospective purchasers, including:

- Not contributing to the contamination at any time, stopping continuing discharges, and preventing threatened discharges;
- Not having any affiliation with persons potentially liable for response costs at the property;
- Complying with any environmental land use controls imposed by the state;
- Taking reasonable steps regarding the contamination; and
- Cooperating with those cleaning up the property, complying with information requests, and providing all legally required notices.

All of Dubuque's ongoing due care activities at the site will be conducted under the jurisdiction of, and in close cooperation with, the Iowa Department of Natural Resources.

2. *Information on Liability and Defenses Protections*
Dubuque acquired the fee simple title of the Blum property at 411 East 15th Street on December 20, 2016 through a negotiated purchase with the owner (Blum Properties, Inc.). The City has no familial, contractual, corporate, or financial relationships or affiliations with any prior owners or operators of the property.

b. Timing and/or Contribution toward Hazardous Substances Disposal
All disposal of hazardous substances at the site occurred before Dubuque took ownership of the property, and the City did not cause or contribute to any release of hazardous substances at the site. Dubuque has never arranged for the disposal of hazardous substances at the site or transported hazardous substances to the site.

c. Pre-Purchase Inquiry
   i. A Phase I ESA report was prepared on June 13, 2016 for the City of Dubuque; a Phase II ESA report was completed for the City on October 4, 2016. HR Green was contracted to conduct Phase I and II ESAs.
   ii. The environmental professionals who helped prepared the reports include:
      - Rose Amundson is a Staff Scientist II with seven (7) years of experience working in the environmental field. Rose has completed work on Federal and State regulatory compliance reporting, Phase I and Phase II Environmental Site Assessments, site remediation planning and implementation, geographic information systems (GIS) projects, and surface water and groundwater modeling. Rose holds a Master's Degree in Hydrology from the University of Arizona and is 40-hour Hazardous Waste Operations and Emergency Response (HAZWOPER) certified. Rose is also an Iowa Certified Groundwater Professional (#2103).
      - Emily Smart is a Project Scientist I with nine (9) years of experience working as an environmental consultant. Emily's experience includes oversight on large scale remedial sites, management and execution of Phase I and Phase II Environmental Site Assessments, and Remedial Investigations, and State compliance reporting. Emily is a licensed professional geologist in the States of Washington (#2896) and Illinois (#196.001397) and holds a Master's Degree in Geoscience from the University of Iowa. Emily is also a certified groundwater professional (#2125) in the State of Iowa. Emily is 40-hour Hazardous Waste Operations and Emergency Response (HAZWOPER) certified.
      - Scott Mattes is an Environmental Program Director with over tweny (20) years of experience in the environmental engineering industry. Scott has extensive

experience managing a range of environmental projects from RCRA Enforcement Actions, hazardous site demolitions, lead and asbestos management, construction permitting for airborne emission sources, environmental impact studies, Brownfield site clean-up and redevelopment, and State and Federal environmental compliance reporting. He also has widespread experience implementing geographic information systems (GIS) for numerous communities to assist with redevelopment planning, public involvement, and community-based asset management systems. Scott is a licensed Professional Environmental Engineer in Iowa (#18035) and Nebraska (#E-10197) and nationally recognized Certified Industrial Hygienist (#8408CP).

iii. Not applicable. AAI occurred less than 180 days before purchase of the Blum property.

d. Post-Acquisition Uses

Dubuque acquired the Blum property in December 201. No other has occurred on the property.

e. Continuing Obligations

Dubuque will ensure that all contaminants at the site are stable until cleanup action and site remediation can begin at the site. A City Engineer will monitor the site and confirm that there are no active releases or the presence of contaminated materials in a condition that may be harmful to nearby residents or the environment.

Dubuque is committed to:

- Comply with all land-use restrictions and institutional controls;
- Assist and cooperate with those performing the cleanup and provide access to the property;
- Comply with all information requests and administrative subpoenas that may be issued in connection with the property; and
- Provide all legally required notices.

10. Cleanup Authority and Oversight Structure

a. Based upon the results of the Phase II ESA, the Blum property is not suitable for future residential, commercial or industrial purposes without remediation of shallow soil. The levels of PCBs, PAHs, benzo(a)pyrene, arsenic, lead, and VOC concentrations present an unacceptable cancer risk. Approximately 6'' of thick media has accumulated on the basement floor of the main office building, containing exceedances of PCBs, arsenic, and lead. This material and the underlying concrete will need to be removed, characterized, and disposed of according to local state and federal regulations. Abatement of ACM will also be required before the structure can be demolished.

Removal of Structures and Capping, and Removal of Structures and Excavation with Encapsulation of Contaminated Soil in an On-site Berm, respectively, are the preferred cleanup methods. These two methods are of roughly equivalent cost and meet the City's goals for redevelopment. Since the City plans to own, operate, and maintain this property over the long-term, restrictions to development or utility access in the form of environmental covenant is acceptable. The City cannot accept Alternative #1 as it does not address the identified risks. Alternative #3 is cost-prohibitive and would necessitate disposal of a large volume of material, occupying significant landfill capacity.

The City will enroll the Blum property into the Iowa Department of Natural Resources' (IDNR) Land Recycling Program. A qualified environmental professional will oversee the cleanup in conjunction with IDNR. The qualified environmental professional will comply with and submit all required Land Recycling Program documentation. A certified asbestos contractor will complete all mitigation of identified ACM and will comply with all documentation and notification requirements issued by the IDNR Air Quality Bureau. A professional engineer will also develop and review any necessary design and institutional control plans, as needed.

b. Dubuque has complete access the Blum property and does not expect to need access to adjacent or neighboring properties. However, if additional access is necessary from neighboring properties for sampling or monitoring off-site migration of contamination, Dubuque will coordinate with adjoining property owners and negotiate access agreements.

11. Statutory Cost Share

Dubuque will commit $40,000 in matching funds to support cleanup of the Blum site. Cost share will be $40,000 in cash from City funds. Beyond the cost share requirements of the grant, the City will cover all of the personnel time devoted to project management and community outreach with local funds.

12. Community Notification

Dubuque discussed cleanup of the Blum property at a community meeting held on November 9, 2017. Legal notice was provided to the community on November 2, 2017, through the local newspaper *Telegraph Herald*. Meeting participants had the opportunity to review the draft grant application and draft analysis of brownfield cleanup alternatives (ABCA).

Attached to the proposal are:

- A copy of the draft ABCA;
- A copy of the ad notifying the public and soliciting comments;
- Meeting minutes, including comments from public and discussion/responses; and
- A sign-in sheet

ANALYSIS OF BROWNFIELDS CLEANUP ALTERNATIVES (ABCA)

West Blum Property
411 East 15th Street
Dubuque County
Dubuque, Iowa

Revised November 8, 2017

Prepared for:

City of Dubuque
50 W. 13th Street
Dubuque, IA 52001

HRGreen

1.0 INTRODUCTION AND BACKGROUND

1.1 Site Location

The subject property is located within the SE ¼ of the SE ¼ of Section 24, Township 89 North, Range 2 East in Dubuque County, Iowa, and is further located by the approximate latitude and longitude at 42.508840° North and -90.664071° West.

1.2 Previous Site Use(s) and any previous cleanup/remediation

The following table outlines previous uses according to available historical records.

Date(s)	Source(s)	Property Use(s)
1884-present	Historical aerial photographs, city directories, and Sanborn maps, Dubuque County Assessor's Office website, and site reconnaissance	Industrial development Historical Sanborn maps display the following: • 1884, 1891, and 1909: Subject property identified as part of the "Iowa Coffin Co." which included painting, varnishing, coal storage and a dry kiln. • 1950 and 1970: Subject property identified as part of the "Blum Co." junk yard City directories identified the subject property as 411 East 15th Street and listed it as "Blum Co Steel" in 1954, 1958, 1963, 1968, 1973, 1978, 1983, 1988, 1992, 1995, 1999, 2003, 2008, and 2013. The subject property currently contains a junkyard/metal recycling center.

No previous cleanup or remediation activities have taken place at the subject property.

1.3 Site Assessment Findings

HR Green, Inc. prepared a Phase I ESA and a Phase I ESA Update on the subject property in conformance with the scope and limitations of ASTM Practice E 1527-13 on behalf of the City of Dubuque as part of its EPA Brownfields Petroleum Assessment Grant. The reports, dated June 13, 2016 and December 2, 2016, identified several on-and-off-site recognized environmental concerns (RECs) including the following:

On-Site RECs:

1. The subject property historically contained a coffin company from approximately 1884 until 1909. Historical Sanborn maps depict coal storage, a dry kiln, varnishing, and painting.
2. The subject property has operated as a scrap yard and recycling facility since the early 1950s. A Groundwater Hazard Statement associated with the subject property identified tetrachloroethene in groundwater and arsenic and lead present in shallow soils. Additionally, an interview with the City of Dubuque Fire Department identified several accounts of illegal burning activities on the property.

3. HR Green observed several 76-pound steel flask shipping containers of liquid mercury in the first-floor office space of the main building. The containers were heavily corroded. Mr. Blum reported that they are secured with a “finger-tight” seal (similar conditions were observed during the Hazardous Materials Inventory; see Appendix G for further details).
4. HR Green observed many apparent chemical spills throughout the subject property. It is not known if the hydraulic fluids used by various equipment (i.e. crusher, baler, etc.) contain hazardous components such as PCBs (similar conditions were observed during the Hazardous Materials Inventory; see Appendix G for further details).
5. HR Green observed a large number of apparent empty chemical drums throughout the subject property. It is not known if residual chemicals remain in these drums or if any of the drums leaked.
6. HR Green was informed by Mr. Blum of an approximate 500-1,000 gallon diesel fuel underground storage tank (UST) in the central portion of the subject property. HR Green was unable to locate the UST due a large amount of solid waste in the area of the tank.
7. HR Green observed batteries, transformers, motors, and other automobile parts stored in multiple locations on the subject property with associated staining on the ground.
8. HR Green observed hydraulic machinery that may contain PCBs (no “PCB-Free” labels were visible) with associated staining on the subject property.
9. HR Green observed stained pavement throughout the subject property associated with past and present scrap material storage.

Off-Site RECs:

10. The historical use of the adjacent property to the east of the subject property as railroad tracks from prior to 1884 until present.
11. The historical and current use of the adjacent property to the east of the subject property as a scrap yard and recycling facility since 1963.
12. The historical use of the adjacent property to the east, across the railroad tracks, as an automotive repair shop from 2004-2013.
13. The historical and current use of the adjacent properties to the south of the subject property as a coal yard, garage, and automotive repair operation. Sanborn maps dated 1950 and 1970 depicted a filing station on the coal yard with an associated gasoline UST on the former document. A truck repair shop is currently located on one of the properties.
14. The historical use of the adjacent property to the north as a casket hardware manufacturer in 1909 and a sash and door manufacturer from approximately 1909 until 1970.

HR Green, Inc. prepared a Phase II ESA on the subject property in conformance with the scope and limitations of ASTM Practice E 1903-11 on behalf of the City of Dubuque as part of its EPA Brownfields Petroleum Assessment Grant. The investigation identified the following:

- **Range 1 Soil:** A total of one (1) PCB, one (1) TEH, seventeen (17) PAHs, nineteen (19) VOCs, and seven (7) RCRA metals were detected in Range 1 soil and seven (7) PCBs and one (1) VOC reported as non-detect concentrations above applicable SWSs. Results for

total PCBs, waste oil, benzo(a)pyrene, 1,2,3-trichloropropane, arsenic, and lead are reported at concentrations or non-detect concentrations *above* SWSs at multiple sample locations.

- **Range 2 Soil:** No samples were collected from Range 2 soil as part of this assessment due to field observations per the Phase II Sampling Plan.
- **Groundwater:** One (1) TEH, two (2) PAHs, thirteen (13) VOCs, and three (3) RCRA metals were detected above laboratory reporting limits or were reported at non-detect values that exceed applicable SWSs. All concentrations of reported PAHs and RCRA metals were *below* applicable SWSs. Waste oil, benzene, and tetrachloroethene were detected at concentrations above applicable SWSs and 1,2-dibromo-3-chloropropane, 1,2-dibromoethane, 1,1,2,2-tetrachloroethane, and 1,2,3-trichloropropane were reported as non-detect values *above* applicable SWSs.
- **Vapor Intrusion:** Fourteen (14) compounds detected in groundwater including two (2) PAHs and twelve (12) VOCs are sufficiently volatile and sufficiently toxic to present a vapor intrusion risk. Thirteen (13) of these compounds were evaluated using the Johnson & Ettinger Vapor Intrusion Model for Forward Calculation of Indoor Air Concentration with one (1) compound that was not available to model in this program. The vapor intrusion risk is included in the Cumulative Risk Evaluation findings. The calculated results for this media indicate that vapor intrusion alone does not pose a risk on this site. Cumulative risk is discussed below.
- **Cumulative Risk Evaluation:** Cumulative cancer risk for a site resident and a site worker and non-cancer risk for a site resident, site worker, and construction worker are *unacceptable*. Cumulative cancer risk for a construction worker is *acceptable*. These risk assessment results consider redevelopment on the subject property for a **slab-on-grade** building; risk assessment calculations for a basement structure can be found in Section 4.3 of this report and does not change the cumulative risk evaluation findings from a slab-on-grade building.

  The *unacceptable* cancer and non-cancer determinations for site resident, site worker, and construction worker are driven by Range 1 contaminant concentrations. PCBs, benzo(a)pyrene, waste oil, arsenic, lead, and VOC concentrations are the primary contaminants driving the *unacceptable* cancer risk. PCBs, waste oil, RCRA metals, PAHs, and VOC concentrations are responsible for the *unacceptable* cancer risk determination.

The City of Dubuque has an ordinance (Section No. 16-11-20) that prevents the installation of private wells unless public water is not available. This requires permit approval by the County's Health Department. Further, no wells may be installed within 500 feet of a LUST site. HR Green recommends that the findings of this report be provided to the City of Dubuque's Water Department for their records. HR Green recommends notifying the County's Health Department of the groundwater results contained in this Phase II ESA, to prevent the installation of new wells on the subject property or on adjacent properties. This action will sever the groundwater ingestion pathway for the subject property.

The results of this study indicate that shallow soil impact across the subject property presents an *unacceptable* risk to site occupants and construction personnel without remediation of shallow soil. Additional investigation to delineate the identified contamination should be completed to identify the extent of soil impacts. Remediation of shallow soil or implementation or engineering or institutional controls (environmental covenant, engineered clean soil barrier with geo-membrane vapor barrier, etc.) on the subject property is needed to sever this exposure

pathway. The material which has accumulated on the basement floor of the main office building (BC as shown on Figure 2) and the underlying concrete (including building footers) should be removed, characterized, and disposed of according to local state and federal regulations.

A site specific health and safety plan addressing OSHA compliance for construction workers should be in place before any redevelopment activities involving earthwork or building demolition occur on the subject property due to the Calculator determination of unacceptable non-cancer risk for construction workers. The results of this study indicate that vapor intrusion does not present a risk to construction workers or to future users of the subject property.

While sample collection was completed according to the EPA-approved Phase II Sampling Plan, samples were not collected from Range 2 soil. This is the result of elevated PID readings being observed at higher concentrations in Range 1 soil than Range 2 soil resulting in a Range 1 soil sample collection to analyze for the highest concentration. Vertical delineation should be addressed during additional investigations accordingly. Additional samples were collected outside of the scope of the Phase II Sampling Plan when observations and professional judgement warranted; this is discussed further in Section 4.0 of this report and includes the addition of a sample from around the base of the crusher on the subject property where significant staining and product were observed during sampling activities.

An asbestos assessment was completed on the subject property under a separate scope of work. Significant asbestos containing material (ACM) was identified on the subject property in this assessment. Abatement of the ACM is required before the structure is demolished.

1.4 Project Goal

This property will serve as the gateway to the Bee Branch and Mississippi River recreational opportunities created along this corridor. Re-use plans for the subject property include constructing a bike trail waypoint, playground/athletic use area, public art display, and a 5,500 square foot building for public use and public works occupation to serve the adjoining Bee Branch Creek daylighting project. The property will also provide important connectivity to the South Port area via the national Mississippi River Trail.

2.0 APPLICABLE REGULATIONS AND CLEANUP STANDARDS

2.1 Cleanup Oversight Responsibility

The City of Dubuque will enroll the subject property into the Iowa Department of Natural Resources (IDNR) Land Recycling Program (LRP). A qualified environmental professional will oversee the cleanup in conjunction with IDNR. The qualified environmental professional will comply with and submit all required LRP documentation to IDNR. A certified asbestos contractor will complete all mitigation of identified ACM and will comply with all documentation and notification requirements issued by the IDNR Air Quality Bureau. A professional engineer will develop and review any necessary design and institutional control plans, as needed.

2.2 Cleanup Standards for major contaminants

The City of Dubuque plans to compare soil and groundwater results to the IDNR's Statewide Standards. However, it is possible that site-specific standards will be generated for compounds of concern, in accordance IAC Chapter 137. For ACM monitoring all material containing more than one percent asbestos will be mitigated as ACM. Screening during the removal and associated cleanup of asbestos will be completed per 40 CFR61.145 and 40 CFR61.150.

2.3 Laws & Regulations Applicable to the Cleanup

Laws and regulations that are applicable to this cleanup include the Federal Small Business Liability Relief and Brownfields Revitalization Act, the Federal Davis-Bacon Act, state environmental law, and City regulations and ordinances. Federal, state, and local laws regarding procurement of contractors to conduct the cleanup will be followed.

In addition, all appropriate permits (*e*.g., notify before you dig, soil transport/disposal manifests) will be obtained prior to the work commencing.

3.0 EVALUATION OF CLEANUP ALTERNATIVES

3.1 Cleanup Alternatives Considered

The City of Dubuque considered four alternatives to address contamination at the site including the following: Alternative #1: No Action, Alternative #2: Removal of Structures and Capping, Alternative #3: Removal of Structures and Excavation with Off-site Disposal, and Alternative #4: Removal of Structures and Excavation with Encapsulation of Contaminated Soil in an On-site Berm.

3.2 Cost Estimate of Cleanup Alternatives

The following outlines the effectiveness, ability to implement, impact on climate change, and cost of each alternative:

<u>Effectiveness</u>

Alternative #1: Undertaking no action is not effective in controlling or preventing the exposure to receptors to contamination at the subject property.

Alternative #2: Capping after the completion of structure removal (including ACM mitigation and impacted surface material and debris in the basement of the office building) is an effective way to prevent recreational receptors that could come into direct contact with contaminated soils, building material, and debris currently located on the subject property, if the cap is maintained. However, direct contact risks for construction and utility workers who would be on-site for redevelopment still exist. In order to accommodate these risks and allow access to the area where contaminated soil has been identified, that soil would require chelation prior to capping. In addition, an institutional control (environmental covenant) would need to be recorded on the deed to prevent any uncontrolled digging or subsurface work (in order to meet the objective of eliminating the direct contact pathway of exposure). This institutional control would limit access to the site for authorized construction and properly trained utility workers to handle potentially contaminated soils.

Alternative #3: Excavation with off-site disposal after the completion of structure removal (including ACM mitigation and impacted surface material and debris in the basement of the office building) is an effective way to eliminate risk at the subject property for all receptors and pathways while still allowing access to the subsurface for future development, as contamination will be removed and the exposure pathways will no longer exist. An environmental covenant could be included for any identified contamination beyond three (3) feet below ground surface outside of designated utility trench areas, if such contamination is identified.

Alternative #4: Excavation with encapsulation of contaminated soil in an on-site berm after the completion of structure removal (including ACM mitigation and impacted surface material and

debris in the basement of the office building) is an effective way to eliminate risk at the subject property for all receptors and pathways while still allowing access to the subsurface for future development, as contamination will be removed and the exposure pathways will no longer exist. An environmental covenant could be included for any identified contamination beyond three (3) feet below ground surface outside of designated utility trench areas, if such contamination is identified.

Ability to Implement

Alternative #1: The City is easily able to implement no action.

Alternative #2: The mitigation of ACM and impacted surface material followed by the demolition of the structures is moderately difficult to implement due to the coordination (dust suppression, confirmation and perimeter screening, etc.) while scheduling all parties to be on-site as needed and the transportation of hazardous materials off of the subject property. Once this process is completed, capping is relatively easy to implement. Ongoing monitoring and maintenance of the cap will require periodic coordination and reporting. While implementing this alternative may not be the most difficult, it does limit the access to the subsurface preventing the installation of utilities and footings for any structures that would be placed on the property in the future. This alternative is not considered the most difficult to implement, and is restrictive to subsurface redevelopment components. However, the City plans to own, operate, and maintain this property over the long-term and so this restriction is acceptable.

Alternative #3: The mitigation of ACM and lead-contaminated debris followed by the demolition of the structure is moderately difficult to implement due to the coordination (dust suppression, confirmation and perimeter screening, etc.) while scheduling all parties to be on-site as needed and the transportation of hazardous materials off of the subject property. Excavation with off-site disposal is also moderately difficult to implement. Short-term disturbance to the community (*e.g.*, trucks transporting contaminated soils and backfill) is anticipated. However, ongoing monitoring and maintenance will not be required following excavation and off-site disposal. Further, utilizing an institutional control in the form of an environmental covenant to address any contaminated soil beyond three (3) feet below ground surface and outside of utility trenches is easy to implement. Therefore, this alternative is considered difficult to implement; however, it is minimally restrictive to redevelopment.

Alternative #4: The mitigation of ACM and lead-contaminated debris followed by the demolition of the structure is moderately difficult to implement due to the coordination (dust suppression, confirmation and perimeter screening, etc.) while scheduling all parties to be on-site as needed and the transportation of hazardous materials off of the subject property. Excavation with on-site management is also moderately difficult to implement. Short-term disturbance to the community during soil excavation and berm construction is anticipated. Ongoing monitoring and maintenance of the berm will be required in addition to an environmental covenant controlling access to the footprint of the berm will be required. Further, utilizing an institutional control in the form of an environmental covenant to address any contaminated soil beyond three (3) feet below ground surface and outside of utility trenches is easy to implement. Therefore, this alternative is considered the most difficult to implement and it is moderately restrictive to redevelopment.

Impact on Climate Change - Additional review and consideration was given to the cleanup alternatives included in the City's ABCA for the property as they pertain to limiting the property's and cleanup activities' impact to climate change. EPA's Principles for Greener Cleanups identify five elements to assist in the evaluation and selection of cleanup activities including total energy use and renewable energy use; air pollutions and greenhouse gas emissions; water use and impacts to water resources; materials management and waste reduction; and land management and ecosystems protection. The following outlines the greener cleanup options of each cleanup alternative.

Alternative #1: Undertaking no action will result in no expended energy, create no air emissions, generate no waste water or materials that need to be treated or transported from the property, and does nothing to address or resolve any of the degraded or impacted media on the property.

Alternative #2: The removal of the structures on the property includes the implementation of heavy machinery, creation of air emissions and dust, and creation of waste that must be disposed of or recycled on the property. The removal of ACM in addition to additional hazardous material identified on the property must be disposed of per all Federal and State regulations and will not be recycled. In instances where material can be salvaged or recycled (concrete, etc.), the City will plan to implement these actions effectively minimizing the waste generated at the property that will be disposed of at a solid waste facility. To further minimize the waste generation, this alternative will not disturb impacted soil on the property and will cap the property, severing access to impacted media. To minimize the total fuel consumed and emission of greenhouse gases, the City will plan to implement best management practices such as engine idle reduction practices. To minimize the total dust generated, the City will plan to implement best management practices such as controlling traffic on the construction site and maintaining adequate soil moisture during grading activities.

Alternative #3: The removal of the structures on the property includes the implementation of heavy machinery, creation of air emissions and dust, and creation of waste that must be disposed of or recycled on the property. The removal of ACM in addition to additional hazardous material identified on the property must be disposed of per all Federal and State regulations and will not be recycled. In instances where material can be salvaged or recycled (concrete, etc.), the City will plan to implement these actions effectively minimizing the waste generated at the property that will be disposed of at a solid waste facility. The off-site disposal of the impacted soil included in this alternative increased the carbon footprint of this alternative significantly as the impact to shallow soil includes PCB contamination that will need to disposed of at a specialized facility that is located at a significant distance from the property. While rail transportation would be used, minimizing emissions of numerous trucks covering this distance, the emissions and fossil fuel consumption with this transportation is sizeable. For practices on the site, the City would seek to minimize the total fuel consumed and emission of greenhouse gases by implementing best management practices such as engine idle reduction practices. To minimize the total dust generated, the City will plan to implement best management practices such as controlling traffic on the construction site and maintaining adequate soil moisture during grading activities.

Alternative #4: The removal of the structures on the property includes the implementation of heavy machinery, creation of air emissions and dust, and creation of waste that must be disposed of or recycled on the property. The removal of ACM in addition to additional hazardous material identified on the property must be disposed of per all Federal and State regulations and will not be recycled. In instances where material can be salvaged or recycled (concrete, etc.), the City will plan to implement these actions effectively minimizing the waste

generated at the property that will be disposed of at a solid waste facility. The excavation of soil and encapsulation of impacted soil on the property will require additional equipment use on the property but will not require the hauling and additional mileage, fuel consumption, and emissions of removing this material from the property for disposal. To minimize the total fuel consumed and emission of greenhouse gases, the City will plan to implement best management practices such as engine idle reduction practices. To minimize the total dust generated, the City will plan to implement best management practices such as controlling traffic on the construction site and maintaining adequate soil moisture during grading activities.

Cost

Alternative #1: No cost.

Alternative #2: Removal of Structures and Capping costs will be on the order of $877,000.

Alternative #3: Removal of Structures and Excavation with Off-site Disposal is estimated to cost roughly $1,207,000.

Alternative #4 Removal of Structures and Excavation with Encapsulation of Contaminated Soil in an On-site Berm is estimated to cost roughly $838,000.

3.3 Recommended Cleanup Alternative

Alternative #2: Removal of Structures and Capping is the preferred method as it meets the City's goals for redevelopment. Since the City plans to own, operate, and maintain this property over the long-term, restrictions to development or utility access in the form of environmental covenant is acceptable. The City may try to incorporate portions of Alternative #4 Removal of Structures and Excavation with Encapsulation of Contaminated Soil in an On-site Berm as appropriate to minimize cleanup impacts (e.g. hauling and additional mileage, fuel consumption, and emissions of removing this material from the property for disposal). Further, encapsulating a portion of the impacted soil on-site will allow the City to avoid hardscaping the entire property following its redevelopment. For these reasons, Alternatives #2 and # 4 are the recommended alternatives.

The City cannot recommend Alternative #1 as it does not address the identified risks. Alternative #3 is cost-prohibitive and would necessitate disposal of a large volume of material, occupying significant landfill capacity and creating unnecessary greenhouse gas emissions during soil hauling activities.

STATE OF IOWA {SS:
DUBUQUE COUNTY

CERTIFICATION OF PUBLICATION

I, Suzanne Pike, a Billing Clerk for Woodward Communications, Inc., an Iowa corporation, publisher of the Telegraph Herald,a newspaper of general circulation published in the City of Dubuque, County of Dubuque and State of Iowa; hereby certify that the attached notice was published in said newspaper on the following dates: November 02, 2017, and for which the charge is $12.77.

Suzanne Pike

Subscribed to before me, a Notary Public in and for Dubuque County, Iowa, this 10th day of November, 20 17.

Mary K Westermeyer

Notary Public in and for Dubuque County, Iowa.

Legal Notices

CITY OF DUBUQUE OFFICAL NOTICE

The City of Dubuque is applying for U.S. Environmental Protection Agency (EPA) Brownfields Cleanup funds to support remediation efforts at the contaminated Blum property (411 E. 15th Street), a former junkyard and scrap metal dealer. On Thursday, November 9, 2017 the City will host a public meeting at Prescott Neighborhood Resource Center (1151 White Street) at 6:30 p.m. to discuss its brownfields approach. A copy of the draft Analysis of Brownfield Cleanup Alternatives, will be available for public review at *www.cityofdubuque.org/beebranchbrownfieldcleanup*, at City Hall (50 W 13th Street) or by contacting the Engineering Dept. at 563-589-4270 or *engineer@cityofdubuque.org* for a copy. The City is accepting comments on its application for EPA Brownfields funds at the meeting and via email.
1t 11/2

NOTARIAL SEAL
MARY K WESTERMEYER
Commission Number 154885
My Commission Exp. Feb. 1, 2020

EPA Brownfield Public Meeting

November 9, 2017 6:30 PM

Prescott Elementary School, City of Dubuque, IA

Present: See attached sign in sheet.

Main Presenter – Deron Muehring, City of Dubuque

- General presentation regarding the current use of the property at 411 E. 15th Street.
- Reviewed the ABCA. Discussion of site contamination.
- Showed current photos [aerial] and conceptual renderings of potential green space, park amenities such as a basketball court, landscaping, maintenance building, public restrooms, and a parking lot near hike/bike trail. Outlined that what was presented was only to show possibilities, that additional public input would be sought to arrive at the ultimate use of the property by the public.
- Outlined how the Brownfields Program has been around for some time and the reasons why it has proven invaluable for communities to help re-purpose "polluted" property for the communities use (whether private or public) versus the alternative vacant property falling into disrepair.
- Discussed the City's purchase of the property [411 E. 15th Street] from Blum Properties, Inc and how they are leasing the property in order to liquidate remaining scrap inventory.
- Discussed the City's purchase of the adjacent property [501 E. 15th Street] from Blum Properties the previous year and the City's efforts to clean up that property. The plan is to develop the two properties at the same time, as part of the same overall project.
- Discussed the overall schedule for redeveloping the site and how it fits within the overall Bee Branch Watershed Flood Mitigation Project.
- Discussion about how there is a need for a maintenance facility to store city maintenance vehicles/equipment: mowers, pick-up, fertilizer equipment, etc.
- Discussion on how the City's intent will be to try and utilize the space in such a way to keep soil at the property instead of disposing it at the area landfill.
- Explanation of standards set for contaminants by state and federal government agencies based on intended use of sites [commercial, residential, industrial]
- Discussed approximate budget for cleaning and redeveloping the site.

Citizen Comments & Discussion:

- QUESTION. Is it an issue that the property is across the street from the Elm Street Correctional Facility?

  RESPONSE. No. However, this is something to be considered as part of the re-development and use of the subject property.

- COMMENT. Concern was expressed with the idea of children and families crossing the railroad tracks two traverse between the two properties.

  RESPONSE: A tall barrier between the two properties would force people to only cross the railroad tracks at existing street/railroad crossing.

- COMMENT. There is a desire/need for additional green space in the area.

  RESPONSE. This is one of the options being considered as part of the re-developed property.

- COMMENT. Because of the location of the railroad tracks between the 411 and 501 E. 15th Street properties, the adjacent Elm Street Correctional Facility across the street from 411 E. 15th Street, and the desire for private investment in the neighborhood, there was a discussion about re-developing 411 E. 15th Street to allow for private development on the property and re-developing 501 E. 15th Street as the public space. This might result in more neighborhood resources ranging from a coffee shop to more retail options within the neighborhood. One suggestion was for retail on the first floor with office or residential on the second and third floor. It was also suggested that a private organization could operate something like a miniature golf course on the property.

  RESPONSE. This is a viable option for the re-developed site worth further consideration.

- COMMENT. It was suggested that providing a small parking lot (15 spaces) on the east property (501 E. 15th Street) might be all that is required and would eliminate the need for people to cross the railroad tracks.

  RESPONSE. One of the concepts under consideration reflects this approach.

- COMMENT. A citizen stated that there is a need for a senior citizens' center.

  RESPONSE. Providing indoor, public space for citizens is under consideration. Use by senior citizens is worthy of consideration.

Meeting adjourned 8:07 PM DM/dlm

EPA BROWNFIELD GRANT PUBLIC INFORMATION MEETING
411 E. 15TH ST. (BLUM PROPERTY - WEST)

Thursday, November 9, 2017 at 6:30 PM
Prescott Elementary School, 1151 White Street, Dubuque, IA 52001

NAME	EMAIL
Deron Muehring	dmuehrin@cityofdubuque.org
Cinda Welu	tcwelu@mchsi.com
Fred Miller	fKmiller007@yahoo.com
John Kretz	JJPKHUT6@hotmail.com
Tom Barton	thomas.barton@thmedia.com
Mary Kretz	homedsupe@hotmail.com
Molly Newell	molly@environetmidwest.com
Jessica Flondro	Jess@environetmidwest.com
Mary Rae Bragg	bragg.maryrae388@gmail.com
Paul Fuerst	

Designs

BLUM SITE - SITE PLAN

November, 2017

0 60' 120'

1" = 60'-0"

NORTH

EXTEND/LOOP TRAIL

DECORATIVE FENCE/
LANDSCAPE BUFFER

GATEWAY PLAZA/
BUILDING ENTRANCE

PARKING LOT

16th Street

PARK ENTRY

PLAYSCAPE AREA

TRAILHEAD

Elm Street

BOAT LAUNCH

BUILDING
ADDITION

FLEX OPENSPACE/LAWN

ADAPTIVE
REUSE OF
EX. BUILDING

Railroad

PARK PAVILION/SHELTER

CAPPED LANDFORMS

BUILDING
ADDITION

SCREEN WALL

CAPPED LANDFORM/BUFFER

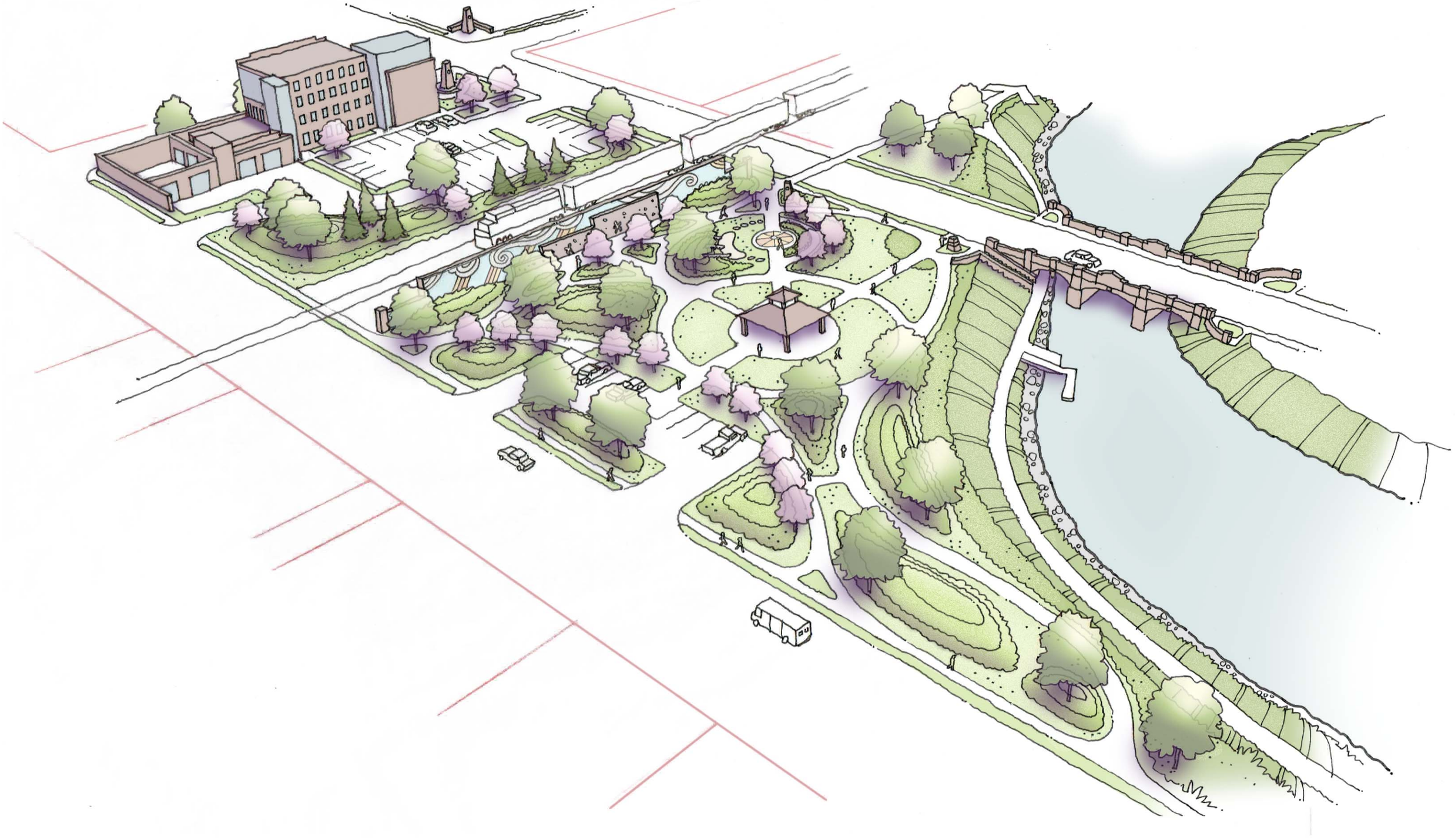
MURAL AND CLIMBING WALL

15th Street

PARKING LOT

PARK ENTRY/DROP-OFF

BOAT LAUNCH ACCESS



BEE BRANCH GREENWAY
CONTINUES NORTH

1/4 MILE RADIUS / 5 MIN. WALK

TO CHAPLAIN
SCHMITT ISLAND

E 19TH ST

E 18TH ST

ORANGE
PARK

E 17TH ST

E 16TH ST

E 15TH ST

E 14TH ST

E 13TH ST

SYCAMORE ST

CEDAR ST

MAPLE ST

RAILROAD

ELM ST

WASHINGTON ST

JACKSON ST

WHITE ST

HWY 61/151

SOLAR FARM

LEGEND

- BLUM REDEVELOPMENT SITE/FUTURE PARK
- POINT OF INTEREST
- TRUCK TRAFFIC DETERRENT
- FUTURE ROUND-A-BOUT
- TRANSIT (BUS) STOP
- PUBLIC PARK/COMMUNITY GATEWAY
- PRIMARY ROAD
- RAILROAD
- SECONDARY ROAD
- ALLEY
- BIKE PATH
- FUTURE BIKE PATH
- SIGNIFICANT BUILDING

0 100' 200'
1" = 100'-0"

NORTH