

**MISSION STATEMENT: TO CREATE A HEALTHY, SAFE, DIVERSE, AND PROSPEROUS CITY
BY ENGAGING COMMUNITY MEMBERS TO DEVELOP AN ENRICHED QUALITY OF LIFE.**



**COUNCIL MEETING AGENDA
CITY COUNCIL – CITY OF ONTARIO OREGON
TUESDAY, DECEMBER 13, 2022, 6:00 PM, MT
[Zoom Link](#)**

Pursuant to the Public Meetings Laws and Rules within the Oregon Revised Statutes, the City Council has the authority, ability, and standing to take action on any items on the Agenda, or add items to the Agenda, during the Study Session or Regular Meeting, as long as all public meeting notice requirements have been met.

1) CALL TO ORDER

Roll Call: Susann Mills ____ Sam Baker ____ John Kirby ____ Ken Hart ____
Michael Braden ____ Eddie Melendrez ____ Mayor Riley Hill ____

2) PLEDGE OF ALLEGIANCE

This Agenda was posted on December 9, 2022. Copies of the Agenda are available from the City Hall Customer Service Counter and on the city's website at www.ontariooregon.org.

3) MOTION TO ADOPT THE AGENDA

4) PUBLIC COMMENTS Citizens may address the Council; however, Council may not be able to provide an immediate answer or response. Out of respect to the Council and others in attendance, please limit your comment to three (3) minutes. Please state your name and city of residence for the record.

5) CONSENT AGENDA

A) Adoption of Council Meeting Minutes: November 8, 2022; November 22, 2022

6) OLD BUSINESS

- A) Professional Services Contract: Grant Writers
- B) Airport Master Plan
- C) Marijuana Funding Shortfall

7) NEW BUSINESS

- A) Resolution #2022-148: Abstract of Votes: November 8, 2022 General Election
- B) Resolution #2022-149: Supplemental Budget for Carryover Projects
- C) Resolution #2022-150: Support of LC-1465 (Ontario Community Recreation Center)
- D) Resolution #2022-151: Amend Resolution #2022-133 - Tater Tot Trail Ad Hoc Committee; Add Alternate Position

8) DEPARTMENT HEAD UPDATES

- A) Finance: Monthly Update November 2022
- B) Fire & Rescue: Quarterly Update

9) DISCUSSION ITEMS

- A) Airport Storage Unit Update: Leavitt; Dillion
- B) EOCIL Update

10) HAND-OUTS

- A) November Department Stats: Public Works, Fire & Rescue; Police; Code Enforcement
- B) Minutes: County Court 11-02-2022; 11-09-2022

11) CORRESPONDENCE, COMMENTS AND EX-OFFICIO REPORTS

The City Council may recess/adjourn to Executive Session under ORS 192.660(2) as follows: (a) Employment of Public Officers, Employees, or Agents; (b) Discipline of Public Officers, Employees, or Agents; (c) Labor Negotiations; (d) Real Property Transactions; (e) Exempt Public Records; (f) Trade Negotiations; (g) Litigation / Consult with Legal Counsel; (h) Performance Evaluation of Public Officers and Employees; (i) Trade Negotiations; and/or (j) Labor Negotiations.

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12) EXECUTIVE SESSION

- A) ORS 192.660(2)(e) - Real Property
- B) ORS 192.660(2)(h) - Litigation

13) ADJOURN



CITY COUNCIL MEETING MINUTES November 8, 2022

The scheduled meeting of the Ontario City Council was called to order by Mayor Riley Hill at 6:00 p.m. on Tuesday, November 8, 2022, in the Council Chambers of City Hall. Council members present were John Kirby, Riley Hill, Michael Braden, Ken Hart, Eddie Melendrez, and Susann Mills. Sam Baker was excused.

Members of staff present were Dan Cummings, Justin Zysk, Kari Ott, Michael Iwai, Clint Benson, Casey Mordhorst, and Laura Reyes.

The meeting was recorded, and copies are available at City Hall.

Mayor Hill led everyone in the Pledge of Allegiance.

AGENDA

This Agenda was posted on October 21, 2022. Copies of the Agenda are available from the City Hall Customer Service Counter and on the city's website www.ontariooregon.org.

Mayor Hill added item 6B, which would be a presentation by Chief Iwai.

MILLS moved, KIRBY seconded, **TO ADOPT THE AGENDA AS AMENDED**. Roll call vote: Mills-yes; Baker-out; Kirby-yes; Hart-yes; Braden-yes; Melendrez-yes; Hill-yes. Motion carried 6/0/1.

CONSENT AGENDA

KIRBY moved, MILLS seconded, **TO ADOPT THE CONSENT AGENDA, WHICH INCLUDED THE COUNCIL MEETING MINUTES OF OCTOBER 11, 2022, AND COUNCIL MEETING MINUTES OF OCTOBER 25, 2022**. Roll call vote: Mills-yes; Baker-out; Kirby-yes; Hart-yes; Braden-yes; Melendrez-yes; Hill-yes. Motion carried 6/0/1.

PUBLIC COMMENT

Councilor Hart gave a shout out to the Ontario boys soccer team. They won that night, 1-0, and would be headed to the state championship on Saturday for the 4A boys game. Another big shout out to Martin Benites, who was the goalie who stopped the extra point kick.

PRESENTATIONS

ODOT ADA Project

Bryan Strasser, ODOT, stated: *I'm resident engineer with ODOT out of the Ontario here. We have an ADA project coming up in Ontario and in most cities in Eastern Oregon are getting tier ramps replaced at the corners of any state highways. So, throughout the state, every curb ramp that's adjacent to the state highway is being replaced as part of an infrastructure improvement, as a result of a lawsuit that came against ODOT. You've probably seen some of this work recently in Nyssa and Vale. That's been the closest project that has hit near Ontario. Last year we constructed Nyssa and Vale. Basically, we're just going in, pulling out every single curb ramp because none of them are compliant with current ADA standards, and then we're putting back ramps that are compliant. If a corner is close to compliant, once we're done it may not look very different to anybody. We did get a letter from some local*



representatives in, I think, from Vale, thinking that we didn't change anything on some of them, but we did. We are correcting some very minor slope deficiencies on some of those that look like they're not changing. I may not mean a lot to us, but it means a lot to lawyers, which is why we're doing some of those that don't look like they're changing much. Other ones maybe there's not a curb cut there at all, and we're going to pull that corner out and then put the curb cuts in, so that's a big change for a user who is disabled. It kind of depends on what they're right now how much it'll change. I'm the ODOT representative for design and for construction. Basically, all the ADA projects in Eastern Oregon right now. Ontario is next on the list. Our project is going to have the state highway in Ontario, which a lot of folks may not know exactly where the state highway is, but basically, East Idaho Avenue from the Fruitland bridge over to, what's our cross street there? Basically, the bridge to Pilot. That's really the only urban section in Ontario. Obviously, that's a very high traffic area, so there will be traffic impacts. I'll introduce our design and construction engineer here in a second after I introduce the overall project. The timing of the project, we're in design right now so we're figuring out all our final layouts for these ramps. In the spring, the project will go bid. This is a low bid type project, federal aid project, so it goes and out basically any contractor's can go out on their qualifications. We'll have probably quite a few local folks will be on the labor force if it's anything like what we saw in Nyssa and Vale. We don't know who the contractor will be. The timing of the construction will be anywhere between May and October of next year. This project will be tied together with some ramps that are done in some other nearby towns. Huntington will be tied together with this one; Jordan Valley will be tied together with this one. I know that's not super nearby. And Adrian. What ODOT's doing right now with these projects due to increased workload, we're not doing the design ourselves and we're not overseeing the construction engineering ourselves. We hired Murrysmith Engineering and they have changed to CONSOR Engineering, so we've hired CONSOR Engineering to be our representatives for the design and the construction. They're probably the ones that have been contacting the city, so I just wanted to make sure that ODOT is represented here. I'll be working on it all the way through. Our main contact will be CONSOR, and Bryan Bustenero, but I'm available here for questions or any concerns. The funding question that comes up, this is a state and federal funded project, so no local funds are needed. We did actually get a little bit of an improvement. So for the most part, these funds, well, 100% of these funds are set aside only to handle the needs of the lawsuit because this is a very big lawsuit. It's statewide. Right now the money that's been set aside for this is around \$1.5B, so it's a massive lawsuit and we're trying to only use to meet, we don't want to use this money for the bare minimum piece of the lawsuit because [?] could blow that up into an even more insane amount. But we did add a little bit of work, other than ADA ramps on this project. We were able to get some funds that are special for sidewalks, to do a little bit of sidewalk infill, kind of across from the Pilot there, there's like two blocks, so that'll be separate funding, but again, that doesn't have a city match, that was a grant, a grant that helps improve walking paths the state got. So it's all state and federal funded and no city match. So that's the good news. I mean it will improve access at these corners, although I would stress, because the questions will come up over and over again, some of these that look like all we did was pull it out and put it back; we are correcting minor deficiencies that do matter to lawyers. Like I said, other ones, there are bigger corrections, but once we're done, it doesn't look a whole lot different and that's kind of a good thing for most of them. But, Bryan Bustenero, I want to introduce Bryan. He's basically our design lead and he's also going to kind of stay with the project through design and construction so technical questions, he brought some plans that we can leave and then we're going to have a sign up sheet if anybody wants project information, we're passing around a sign up sheet. There'll be a project website and a contact so if you put your, if you want any information on the project then you can sign up for the newsletter and that'll also, on the website there'll be contacts you can reach out to. Bryan?

Mayor Hill asked how to receive safe harbor?

Mr. Strasser: That's a good question. I don't really have a great answer for it. We're going to build the ramps to the current standard. For example, when you are about to cross, a cross slope can be no more than 2%, so if we have an area on a ramp that has to be a minimum of 4 feet by 4 feet and cannot be any steeper than 2% in any direction, one frost heave can put that out of compliance or if a semi, they way they drive, one time a semi tracks off and shifts a little to settle, we could be out of compliance. The way that it works, at least traditionally, when we do a project, I mean the state does a project, ODOT does a project, we meet the standards when we build it and then we shouldn't have to touch it again until improve it again. That's how it traditionally works. Where they got us on the lawsuit, I'm not great on the terms of the lawsuit so we could probably get you more information on that if you'd like it, but they



were able to get us in the lawsuit saying that we had a series of projects that didn't actually meet all of the standards, so we had to go back and do all of them. That's one of the reasons we are fighting hard to put them in to standards, we're doing a lot of documentation on each one we put in, showing that it was put into standard, when it was put in, and we think that'll protect us in the future. But the bad part about what's, the frustrating part about what happens for taxpayers is this is a Class Action lawsuit and in a Class Action lawsuit, it's lawyers who are looking for loopholes for themselves. We're trying to protect us from what we got into, but it's one of those, it's the nature of the business. They'll probably going to evolve and we're going to be somewhere else with something similar in the future. Any questions for me before I turn it over to Bryan? Some of the questions we get, what do we do for public involvement: we'll have a project website, we'll have advertisements. We're going to contact, some of our towns like Nyssa and Vale, we're working literally at the front door of the business. Ontario is a little bit different, but once we get the site up, we may have a couple businesses there, and we'll contact all those businesses individually. Anybody we're working adjacent to, we'll contact individually, but other than that, we'll have a project website, and we'll advertise, we'll have spots on the radio directing people to the project website. We try to kind of do a broad engagement, but really, there's not a lot of people that are going to be interested unless they live adjacent to the ramp, so that's why we're reaching out to them individually and trying to warm them of what's coming and describe what impacts they may or may not have, but really our number one concern is making sure we're not impacting a business, which is hard if you're tearing up the walk right in front of them, so we'll time that. The contractor has to keep access open to all businesses, so we'll coordinate that. Sometimes, depending on the scenario, we have to do time around their busy time to do that work right in front of their door, but that's really our main public outreach is working with those businesses and the adjacent landowners. There's not a lot of room for input on this project because our funds are really already set on what we can do, so any input, if the city wanted to add onto the contract, it'd have to come with other funds.

Mayor Hill asked if the standards had changed since they were originally installed, the ones being replaced.

Mr. Bustenero: They have. They're continually growing and evolving. There's not an update every ten years, so there's no safe harbor, unfortunately. The city's going to likely run into this issue at some point in the project, at some point in the future with your own projects. Anything considered a qualified project, you likely will get the updated graded ramps associated with that project. It's not something that ODOT is specific to. Different states, different agencies. The other thing I'll say is we've got sets of hard copies of the plans that we can leave for all the City Council members that are interested in learning more about the project. I'll also leave my business cards, as well. Feel free to reach out directly to me if you have any questions. It doesn't matter what the question is. It doesn't have to be technical, just general interest in the project. Give us a call and we'll try to help you as much as possible. We're going to continue working with Casey in Public Works. I know he's been talking with Dan Cummings off and on, so there's some more conversations we're going to have. There's going to be an intergovernmental agreement that's likely going to hit the City Council's desk if it hasn't already, and it'll definitely get seen by Dan here. But that's kind of what you can expect. Bryan did a pretty good job of wrapping up what you're going to see as far as the project next summer.

OPD Presentation

Michael Iwai, Police Chief, stated: This is awesome. I'm not here tonight to ask for anything for the police department, but I'm here to honor six police officers for some of their actions within the city that I think you should all be aware. I'll introduce them; they'll come in; they're going to stand facing the crowd. I'm going to call on them now the order of which I'm going to read this. Officer Frazier, Officer Phillips, Officer Laurenson, Cisneros, Jones, and Mitchell.

- First of all, Officer Frazier step forward and be recognized please. In the early morning hours of May 15, 2022, Officer Frazier was dispatched to a residence on NW 6th Street, in reference to a 17-year old male juvenile who was overdosing at the residence. Upon arrival, he was met by other juveniles that were basically pointing to where the individual was. It was believed at that time that the juvenile was overdoing on fentanyl. The male juvenile was cold to the touch and was not breathing. Officer Frazier checked the juveniles eyes and noticed that his pupils were constricted. Officer Frazier was able to administer 4mg of NARCAN to the subject. The subject was still not breathing. TVP arrived on scene to transport the victim to the emergency room. Medical personnel were able to administer further doses of NARCAN and revive the



subject. Medical personnel advised that if wasn't for the quick action of Officer Frazier and his administering of NARCAN, the first dose, that male juvenile most likely would not be with us here today. I'd like to recognize him for his heroic actions, and he will be awarded the Life Saving award by the department. Thank you.

- *Officer Phillips, front and center. On June 13, 2022, at approximately 11pm, Officer Phillips was on duty and returning home to the City of Ontario from transporting a custody to Malheur County Jail. In the area of Highway 201 and Highway 20, he noticed a vehicle traveling at various speeds and failure to maintain a single lane of travel. Officer Phillips initiated a traffic stop for reasonable suspicion or suspicion of DUI. In speaking to the operator, he noticed the subject had glossy eyes, slow in his response, and difficulty providing his driver's license and other common documents. In conducting his DUI investigation and conducting SFSTs, which he failed, he was then transported to Ontario Police Department. Once at the police department, Officer Phillips' continuation of his monitoring of the subject, he requested medical personnel to respond and check on the subject's blood sugar, which, at a high level, can make people appear to be under the influence of intoxicants. Medics found that the male subject's blood sugar to be at 474, which is a critical level for someone without diabetes. Hypoglycemic conditions can start to manifest at 180. Symptoms can include blurred vision, loss of coordination, confusion, and dry mouth. At approximately the level of 500 can cause a person to have a stroke or even fall into a diabetic coma. If it wasn't for Officer Phillips' attention to detail and taking the action that he did, the subject certainly would have been involved in a serious incident or a crash at highway speeds. So his actions prevented a death of an individual that may have been arrested for a DUII by any other officer. Again, these are heroic actions, are a great credit upon this department, and this city. Congratulations Officer Phillips.*
- *Officers Laurenson, Cisneros, Jones, and Mitchell, step forward please and be recognized. In the early morning hours of September 12, 2022, Officers Laurenson, Cisneros, Jones, and Mitchell, all responded to a fire at 106 SE 2nd Street, Price Buster Apartments. Upon their arrival, Officers Mitchell and Laurenson were directed by three subjects at the top of the fire escape. Two of the young males were advising the officers that there was an elderly male that was stuck. Officer Laurenson climbed up the fire escape and was met by the elderly male laying on the balcony of the fire escape. The male advised his foot was stuck. Officer Laurenson noticed his foot, and it was in the railing, and told the other two male subjects to help free his foot. Once his foot was free, he lifted him up and went into a semi-seated position and stood over him allowing the male subject to brace against himself, being Officer Laurenson. Officer Laurenson instructed the other two subjects to get off the fire escape. Once they were out, Officer Laurenson picked the male from behind, and instructed him to get his feet underneath him to step on the ladder of the fire escape. Officer Mitchell climbed up and was assisting with the male's feet to a proper position. Once his feet were in place, he began slowly climbing down the escape stairs. The male was escorted to a nearby ambulance and was checked on by medical personnel. Officer Jones and Officer Cisneros both arrived on scene and without hesitation made entry into the building, which was full of smoke, to get multiple tenants out of the apartment complex and not risk any further injury. It is because of these four officers and their heroic actions, this brought great credit upon the department and the City of Ontario, and they, too, are going to be awarded the Life Savings Award. Congratulations gentlemen.*

They are here with their families, as well, they are in the audience tonight, so I just wanted to tell you gentlemen, thank you very much for your service. I appreciate it, I know the city appreciates it, and you are dismissed.

OLD BUSINESS

Resolution #2022-143: Committee Appointment Procedure

Dan Cummings, City Manager, presented.

HART moved, KIRBY seconded, **THE CITY COUNCIL TO APPROVE RESOLUTION #2022-143, A RESOLUTION CLARIFYING CERTAIN CITY CHARTER PROVISIONS PERTAINING TO THE MAYOR'S AUTHORITY TO APPOINT**



COMMITTEE MEMBERS SUBJECT TO THE CONSENT OF THE CITY COUNCIL. Roll call vote: Mills-yes; Baker-out; Kirby-yes; Hart-yes; Braden-yes; Melendrez-yes; Hill-yes. Motion carried 6/0/1.

Committee Appointments: Tater Tots Trail Ad Hoc Committee

Justin Zysk, HR Manager, presented. There were six positions open for citizens at large, and a position for a Council position. There were seven applications for the six spots.

Council consensus to appoint citizens Antonio Sunseri, Andrew Maeda, John Breidenbach, Philip Milburn, Bruce Hunter, Timothy Davis, and Councilor John Kirby to the committee, with Barbara Wilson as alternate.

Aquatic Center Transfer Deed

Dan Cummings, City Manager, presented.

MILLS moved, KIRBY seconded, **THE CITY COUNCIL TO APPROVE THE TRANSFER OF THE AQUATIC CENTER PROPERTY AS PER THE INTERGOVERNMENTAL AGREEMENT (IGA) BETWEEN THE CITY OF ONTARIO AND THE ONTARIO RECREATION DISTRICT DATED JUNE 30, 2019, AND AUTHORIZE THE MAYOR TO SIGN THE BARGAIN AND SALE DEED TO COMPLETE THE IGA.** Roll call vote: Mills-yes; Baker-out; Kirby-yes; Hart-yes; Braden-yes; Melendrez-yes; Hill-yes. Motion carried 6/0/1.

NEW BUSINESS

Resolution #2022-145: Amending the Classification and Compensation Plan

Justin Zysk, HR Manager, presented.

KIRBY moved, HART seconded, **THE CITY COUNCIL TO APPROVE RESOLUTION #2022-145, A RESOLUTION AMENDING THE CLASSIFICATION AND COMPENSATION PLAN TO ADD THE POSITION OF PLANNING DIRECTOR AND TO REMOVE THE POSITION OF ASSISTANT CITY MANAGER.** Roll call vote: Mills-yes; Baker-out; Kirby-yes; Hart-yes; Braden-yes; Melendrez-yes; Hill-yes. Motion carried 6/0/1.

Resolution #2022-144: Fire Department Grants

Kari Ott, Finance Director, presented.

HART moved, MILLS seconded, **THE CITY COUNCIL APPROVE RESOLUTION #2022-144: A RESOLUTION APPROPRIATING UNEXPECTED FIRE GRANTS FROM THE OREGON STATE FIRE MARSHAL AND TREASURE VALLEY PARAMEDICS.** Roll call vote: Mills-yes; Baker-out; Kirby-yes; Hart-yes; Braden-yes; Melendrez-yes; Hill-yes. Motion carried 6/0/1.

HAND OUTS

Monthly Department Stats *(Attached)*

October, 2022

Minutes: County Court *(Attached)*

County Court: 10-19-2022



CORRESPONDENCE, COMMENTS, AND EX-OFFICIO REPORTS

Mayor Hill stated at a previous meeting, the Council had asked staff to put together all the organizations that received grant money from the state for the homeless so Council could hold a meeting. What was the status?

Mr. Cummings stated he reached out to Kurt Toombs, who was one of the organizations who received funding, and he was helping organize the meeting with everyone. He and the Police Chief would be part of the group, along with any Council or who wanted to attend. They would begin with the three who received funds, and meet with them, and then discuss how many other partners they wanted to pull into the group.

Councilor Hart stated he wanted to make sure that Mr. Cummings and Chief Iwai were aware that he had asked Jesse Sandoval, who was in charge of grants at Valley Family, and there was specifically a grant out there – a HRSA grant – which was a planning grant, that could be specifically used to help hire someone to be the ringleader to get the group together and work on a plan. Maybe they could work with the Border Board to put together some real money. Not money to provide services, but to provide that leadership to keep the group meeting, keeping things moving, see where the gaps were. With the different articles, he knew that the city had signed off on a letter, and if that legislation passed and the cities were able to get the money the Mayors had asked for, money might not be the issue, but it was how it was coordinated. Therefore, he had asked Mr. Sandoval to reach out to both Mr. Cummings and Chief Iwai.

Chief Iwai stated as a follow up to Mr. Cummings' comments, he had been meeting with Community in Action. They were putting together a public forum. He had asked all the non-profit organizations that provided services to the homeless, which included homeless with families, homeless adult families, etc. It was important for all the stakeholders to know what the organizations were doing. He had a lot of positive movement in working with Community in Action. He asked that it occur before the end of the year, and also told them that many of the City Councilors might want to attend so they could see what organizations were out there and what kind of services they were providing. The three organizations that had received money were Lifeways, Community in Action, and EOCIL.

ADJOURN

HART moved, KIRBY seconded, **THAT THE MEETING BE ADJOURNED**. Roll call vote: Mills-yes; Baker-out; Kirby-yes; Hart-yes; Braden-yes; Melendrez-yes; Hill-yes. Motion carried 6/0/1.

ACCEPTED:**ATTEST**

Riley J. Hill, Mayor

Tori Barnett, MMC, City Recorder



CITY COUNCIL MEETING MINUTES November 22, 2022

The scheduled meeting of the Ontario City Council was called to order by Mayor Riley Hill at 6:00 p.m. on Tuesday, November 22, 2022, in the Council Chambers of City Hall. Council members present were John Kirby, Riley Hill, Michael Braden, Ken Hart, Susann Mills, and Sam Baker. Eddie Melendrez was excused.

Members of staff present were Dan Cummings, Tori Barnett, Clint Benson, Justin Zysk, Kari Ott, Michael Iwai, Casey Mordhorst, and Paul Woods.

The meeting was recorded, and copies are available at City Hall.

Mayor Hill led everyone in the Pledge of Allegiance.

AGENDA

This Agenda was posted on November 18, 2022. Copies of the Agenda are available from the City Hall Customer Service Counter and on the city's website www.ontariooregon.org.

KIRBY moved, MILLS seconded, **TO ADOPT THE AGENDA AS PRESENTED**. Roll call vote: Mills-yes; Baker-yes; Kirby-yes; Hart-yes; Braden-yes; Melendrez-out; Hill-yes. Motion carried 6/0/1.

LOCAL CONTRACT REVIEW BOARD

Sole Source Purchase Request: Advanced Control Systems for Programmable Logic Controller and SCADA Upgrades for Water System

Paul Woods, City Engineer, presented.

The PLCs for all six wells and the East and West Side Booster Stations were scheduled for replacement in this fiscal year as part of the Capital Improvement Plan due to age and unsupported components. Replacement of the PLCs also required upgrading the SCADA system for each PLC. The city entered into a contract with ACS in 2013 to provide PLC and SCADA services for city infrastructure and has administered the SCADA program since that date. The CIP budget for this project was \$100,000. The sole source purchase request for the PLC replacement and SCADA programming was for \$95,338.21. The requested funds were within the city's prior-approved annual budget, including this CIP item for PLC and SCADA programming from the Water Fund. If the purchase request was denied or deferred, it could comprise the operability of the drinking water system.

HART moved, BAKER seconded, **THE COUNCIL APPROVE THE SOLE SOURCE PURCHASE REQUEST FOR ADVANCED CONTROL SYSTEMS FOR PLC AND SCADA UPGRADES FOR THE CITY'S WATER SYSTEM IN THE AMOUNT OF \$95,338.21**. Roll call vote: Mills-yes; Baker-yes; Kirby-yes; Hart-yes; Braden-yes; Melendrez-out; Hill-yes. Motion carried 6/0/1.

PUBLIC COMMENT

Danny Dominquez, Ontario High School Soccer Coach, introduced his players in attendance, who had just won the 2022 4A State Championship: Bryan Alejandro; Pablo Ponce; Aidin Cornell; Nikolaz Ramirez; Riker Brent; Carlos Rodriguez; Juan Garcia; Efrain Juarez; Kyler Ramos; Hayden David; Martin Benites; Hugo Mendoza; Jamis Gonzalez; and Jasied Chavez. Everyone congratulated the team on their win.

CONSENT AGENDA

KIRBY moved, MILLS seconded, **TO ADOPT THE CONSENT AGENDA, WHICH INCLUDED MAYBERRY HOUSING INCENTIVE 2022-1: DIRTY GIRL CONSTRUCTION; MAYBERRY HOUSING INCENTIVE 2022-2: DIRTY GIRL CONSTRUCTION; MAYBERRY HOUSING INCENTIVE 2022-3: DIRTY GIRL CONSTRUCTION; AND MAYBERRY HOUSING INCENTIVE 2022-4: DIRTY GIRL CONSTRUCTION;**. Roll call vote: Mills-yes; Baker-yes; Kirby-yes; Hart-yes; Braden-yes; Melendrez-out; Hill-yes. Motion carried 6/0/1.

OLD BUSINESS**Proposed Grant Planning Document**

Dan Cummings, City Manager, presented.

Brent Merchant and Will Hoing, Merchant McIntyre, provided an overview of the proposal.

Councilor Kirby stated it was his understanding with the first motion, was stating the city was going to pursue grants; whereas the second motion, on the next action, would be specific to Merchant McIntyre.

Mr. Cummings stated no, this action stood alone. The first motion was adopting the grant report as written.

Councilor Kirby stated it gave them a direction to move after specific grants.

Mr. Cummings stated that was correct.

MILLS moved, KIRBY seconded, **THE CITY COUNCIL TO INSTRUCT STAFF TO PURSUE THE GRANTS IN THE PLANNING DOCUMENT PER THE ATTACHMENT TO THIS REPORT.** Roll call vote: Mills-yes; Baker-no; Kirby-yes; Hart-yes; Braden-yes; Melendrez-out; Hill-yes. Motion carried 5/1/1.

Professional Services Contract: Grant Writers

Dan Cummings, City Manager, presented.

Councilor Hart asked where the funds were taken from for this contract.

Kari Ott, Finance Director, stated they were taken from General Fund.

Councilor Hart stated he would be voting no because they would be using precious General Fund dollars, which were dollars that could fund a police officer or ordinance officers. He'd like to continue month to month, until the new Mayor and Council was seated, as this might be something the new Council decided they wanted to priorities funding for. He was impressed with the work done with a more targeted approach and providing a roadmap. It was a big help, and he appreciated it.



MILLS moved, KIRBY seconded, **THE CITY COUNCIL TO DIRECT STAFF TO NEGOTIATE A NEW CONTRACT WITH MERCHANT MCINTYRE BASED ON A NEW PROPOSAL SUBMITTED BY MERCHANT MCINTYRE AND BRING THE NEW PROPOSAL AND PROPOSED CONTRACT BACK TO THE CITY COUNCIL AT THE DECEMBER 13, 2022, COUNCIL MEETING.** Roll call vote: Mills-yes; Baker-no; Kirby-yes; Hart-no; Braden-yes; Melendrez-out; Hill-yes. Motion carried 4/2/1.

Committee Appointment: Parks Committee

Justin Zysk, HR Manager, presented.

Councilor Hart stated as a Rotarian, he strongly supported Mr. Partin's application. He was very involved in the organization.

Council consensus to appoint Michael Partin to the vacancy on the Parks Committee, as the representative from the Rotary Club.

NEW BUSINESS

ODOT Master Grant Agreement: Fund Exchange Program

Paul Woods, City Engineer, presented.

MILLS moved, KIRBY seconded, **THE CITY COUNCIL APPROVE THE MASTER GRANT AGREEMENT WITH THE OREGON DEPARTMENT OF TRANSPORTATION FOR THE FUND EXCHANGE PROGRAM AND AUTHORIZE THE MAYOR TO SIGN.** Roll call vote: Mills-yes; Baker-yes; Kirby-yes; Hart-yes; Braden-yes; Melendrez-out; Hill-yes. Motion carried 6/0/1.

ODOT Fund Exchange Request for Chip Seal Materials for Roadway Maintenance

Paul Woods, City Engineer, presented.

HART moved, KIRBY seconded, **THE CITY COUNCIL APPROVE THE USE OF ODOT FUND EXCHANGE DOLLARS FOR THE PURCHASE OF CHIP SEAL MATERIALS FOR STREET AND ROADWAY MAINTENANCE PRIOR TO THE END OF THE CALENDAR YEAR AND AUTHORIZE THE CITY MANAGER TO SIGN DOCUMENTS NEEDED TO COMPLETE THE ADMINISTRATIVE PROCESS.** Roll call vote: Mills-yes; Baker-yes; Kirby-yes; Hart-yes; Braden-yes; Melendrez-out; Hill-yes. Motion carried 6/0/1.

Engineering Design Services for Floc Mechanism Retrofit at the Water Plant

Paul Woods, City Engineer, presented.

KIRBY moved, MILLS seconded, **THE CITY COUNCIL TO APPROVE THE PROPOSED ENGINEERING TASK ORDER WITH CONSOR IN THE AMOUNT OF \$223,250 AND AUTHORIZE THE MAYOR TO SIGN THE TASK ORDER AND NEW MASTER SERVICES AGREEMENT.** Roll call vote: Mills-yes; Baker-yes; Kirby-yes; Hart-yes; Braden-yes; Melendrez-out; Hill-yes. Motion carried 6/0/1.

Resolution #2022-146: Consenting to the Malheur County Ordinance on School Truancy

Dan Cummings, City Manager, presented.

MILLS moved, KIRBY seconded, **THE CITY COUNCIL TO APPROVE RESOLUTION #2022-146, A RESOLUTION CONSENTING TO THE MALHEUR ORDINANCE ON MALHEUR COUNTY SCHOOL TRUANCY.** Roll call vote: Mills-yes; Baker-yes; Kirby-yes; Hart-yes; Braden-yes; Melendrez-out; Hill-yes. Motion carried 6/0/1.

Resolution #2022-147: J.R. Simplot Ore-Ida Plant Water Rate

Dan Cummings, City Manager, presented.

Mayor Hill stated Ore-Ida had been good for this community, and there was no reason to think they won't continue to be that good neighbor. He gave kudos to Dan for discovering this error, which should have been found five years ago, but was not. He thanked him for his efforts in getting this resolved.

Councilor Hart asked how the error was located.

Mr. Cummings stated he could not take all the credit. Public Works, Paul and Casey, all worked on it, and it was discovered in reviewing all those documents. Public Works deserved a lot of it.

Councilor Hart also thanked them for finding it, but what processes were now in place to ensure this type of thing did not happen again. It seemed they kept stumbling on things like this. A process was key. Make a mistake one time, okay, but to make it again, then shame on the city for not having a good process in place.

Mr. Cummings stated his agreement, and he had already initiated several new processes. The City Manager should be reviewing every contract and agreement and doing so all the time. Staff recognized that they needed to stay on top of those things. It was his understanding that Finance had been instructed by the previous City Manager and City Attorney to continue with the current contract, even though it had expired.

Ms. Ott stated the finance staff had been instructed to increase the old contract by the amount everyone else had been increased, the percentage amount, so that was what she had been told to do, and that's why it had been done that way. If they had been increased the same amount everyone else had been increased, it was just not up to rate because that's what they were told to do. That's why it was where it was. She knew they were paying a different rate as that contract, but she thought that was what they were supposed to be doing. That's why it was left that way.

Mayor Hill asked if there was now a system in place, last year they went through a similar process with Fire Department and it was discovered that \$93K a year shortfall. Now the city was not getting that \$93K. Was there a place to review all contracts annually, to ensure they were being followed.

Mr. Cummings stated he had been working with HR on finding a program for tracking, but with Justin's upcoming departure, he would be working on that with the new HR person. He was also working with the City Attorney and all the city's franchise agreements were being reviewed and they were working on renewals. The Attorney had received a 98% response from the franchise holders. He'd also talked with staff with regard to it did not matter how good a client was, if someone got a month behind, he wanted to be told. He wanted to work with that person to discover the problem.

HART moved, KIRBY seconded, **THE CITY COUNCIL TO APPROVE RESOLUTION #2022-147, A RESOLUTION SETTING THE WATER RATE INCREASE FOR THE J.R. SIMPLOT ORE-IDA FACTORY IN ONTARIO, OREGON.** Roll call vote: Mills-yes; Baker-yes; Kirby-yes; Hart-yes; Braden-yes; Melendrez-out; Hill-yes. Motion carried 6/0/1.

Mayor Hill noted this was approximately \$500K a year that the city was not receiving, so this was a good thing to get into place.

DISCUSSION ITEMS**Budget Constraints**

Dan Cummings, City Manager, stated this was to deal with the shortfall the city had in the marijuana revenues. The revenue was about \$500K less than expected. When this was brought to Council earlier, the Council asked to postpone it until after the elections. It's now after the election, so what did the Council want to do? Did they want



table this until the new Council took over, or did this current Council want to tackle it. If that was the choice, staff would come back with the information at the next meeting.

Mayor Hill stated he wanted to pay down the PERS budget; however, he did not know what the rest of the Council wanted to do.

Councilor Baker stated his agreement; he'd like to get it paid down more.

Councilor Hart stated he'd like the information presented to the Council at the next meeting, to at least get an opportunity to look at the numbers.

Ms. Ott stated, most likely, at the beginning of next month, she'd have more numbers regarding the disbursement.

Councilor Hart stated they'd have more information. If she could update the spreadsheet she had provided them as a handout, get it out or in the packet for a review prior to the meeting, that would help give an idea of what had been expended, what had not been expended. There was a poll in the Idaho Statesman about the view on medical marijuana, and a majority of Idahoans supported medical marijuana, and recreational marijuana was 48% opposed/41% supporting. There was going to be a day when the State of Idaho, that revenue in Ontario would be gone. They needed to be very smart in how they spent the remaining dollars. As the Mayor stated, paying down the PERS debt allowed them to free up operational funds, which were key to being able to hire staff, wherever needed. He'd like updated information at the December 13th meeting.

Mr. Cummings stated the plan was to have the updated document ready for the Council. Much of that money had been spent or earmarked for equipment or things like that, which were difficult to stop, so they might have to take a nibble out of the PERS payment or take chunks out of something else.

Mayor Hill stated the tendency was that when the money was there, the sin was to use it. The money was going to go away. If the city paid down PERS, it was shortsighted to nibble away at it, because everything the city paid down PERS, the \$2M payment, gave back to the city about \$225K more a year in operating capital.

Mr. Cummings stated everyone seemed to agree with that, but the document from staff would provide more insight of what could be lived without.

2023-2024 Budget Calendar

Dan Cummings, City Manager, stated the calendar was in their packet, and if the Council saw no major issues with it as proposed, staff would move forward with getting things moving forward following the dates listed.

Councilor Hart noted that on the list it showed April 25th, which was a Council meeting. Would the Budget Meeting replace that meeting?

Ms. Barnett stated that was correct.

Councilor Braden noted the shift to April 25-27th was six to seven weeks later than it had been the last few years. Was that good for the finance staff?

Ms. Ott stated it had been difficult for all department heads to get their numbers in by January, so this gave them another month and some wiggle room, so they felt they could do a better job.



DEPARTMENT HEAD UPDATES**Public Works: Quarterly Report July-Sep, 2022**

Casey Mordhorst, Public Works Director, presented.

Finance: Monthly Report Oct 2022

Kari Ott, Finance Director, presented.

City Manager Report

Dan Cummings, City Manager, presented.

HAND OUTS**Check Register** *(Attached)*

October, 2022

Councilor Hart questioned a check disbursed to Gresham Ford for \$30K. Why was the city purchasing from them?

Mr. Cummings stated this was the Public Works vehicle that Council had approved, and staff had tried to buy local.

Mr. Mordhorst stated he obtained three quotes. Auto Ranch was usually selected as low bidder, but they stopped taking trade-ins due to availability of the new vehicles, so that pushed it back to Gresham Ford, who had a contract for a state contract for Ford pick-ups. If the city couldn't trade in, there was no local dealer that could compete with Gresham Ford.

Mr. Cummings stated staff tried from the beginning to keep it local, but it didn't always work out.

ADJOURN

HART moved, BAKER seconded, **THAT THE MEETING BE ADJOURNED**. Roll call vote: Mills-yes; Baker-yes; Kirby-yes; Hart-yes; Braden-yes; Melendrez-out; Hill-yes. Motion carried 6/0/1.

ACCEPTED:

ATTEST

Riley J. Hill, Mayor

Tori Barnett, MMC, City Recorder





**AGENDA REPORT
OLD BUSINESS**
December 13, 2022

To: Mayor and City Council

FROM: Dan Cummings, City Manager

THROUGH: Danny K. Cummings, City Manager

SUBJECT: PROFESSIONAL SERVICES CONTRACT: GRANT WRITERS

DATE: December 5, 2022

PROPOSED MOTION:

I MOVE THE CITY COUNCIL TO APPROVE THE NEW ONE-YEAR CONTRACT WITH MERCHANT MCINTYRE AS PER THE ATTACHED CONTRACT FROM DECEMBER 1, 2022, TO NOVEMBER 30, 2023, AND AUTHORIZE THE MAYOR TO SIGN THE AGREEMENT.

SUMMARY:

Currently, the city has been operating on a short-term contract. At the November 22, 2022, Council meeting, staff was directed to negotiate and bring back a contract with Merchant McIntyre based on their new RFP previously submitted to the City.

BACKGROUND:

During September and October, 2022, the city put out an RFP for firms interested in providing grant writing services for both federal and state grants. At the close of the RFP time period, only one submittal had been received; however, that one proposal arrived three hours after the time of bid opening, and could not be opened as per RFP requirements.

The late proposal submitted was from Merchant McIntyre & Associates, who are the current contracted grant writers. After discussing with Council their options at the November 22, 2022, Council meeting, it was decided by the Council to review the submitted proposal and consider a new contract with Merchant McIntyre & Associates based on their proposal.

CURRENT SITUATION:

At the November 22, 2022, Council meeting, the Council made a motion to direct staff to negotiate a new contract with Merchant McIntyre based on the submitted proposal and to bring the new proposal and proposed contract back to the City Council at the December 13, 2022, Council meeting.

Attached to this report is the proposal by Merchant McIntyre, along with the proposed new contract.

ANALYSIS:

- A. **STRATEGIC PLAN** Pursuing grants is part of the City Council Strategic Plan to help fund projects and meet city needs.
- B. **FINANCIAL** The one-year contract with Merchant McIntyre & Associates would be \$78,000, or \$6,500 per month.
- C. **TIMING** A decision should be made soon so that staff may continue to have Merchant McIntyre work on the federal grants.
- D. **POLICY/LEGAL** Council is the governing body approving contracts.

ALTERNATIVES:

No alternatives have been presented.

RECOMMENDATION:

Staff recommends the City Council approve the new contract with Merchant McIntyre so staff can continue pursuing federal grants.

ATTACHMENTS:

- 1. M&M New RFP_2020-2023
- 2. City of Ontario-MM Service Agreement.12.1.2022_MM sign



Proposal for Grant Writer Services

MERCHANT MCINTYRE ASSOCIATES

OCTOBER 18, 2022

OregonBuys Bid Number S-KP001-00004501

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I. Cover Letter

October 18, 2022

Dear Evaluation Committee,

Thank you for the opportunity to present this proposal to the City of Ontario. Merchant McIntyre Associates (MM) is gratified to have partnered with the City since September 1, 2020... we are modestly pleased by the results achieved to date... and **we know that, together, we can drive up the City's ROI. Here's why:**

Thus far, MM has helped the City win:

- \$150K to develop master concept plan for the Snake River Trail.
(source: NPS Rivers, Trails, and Conservation Assistance)
- \$9.5K to purchase wildland PPE for the Ontario Rural Fire Protection District.
(source: OSFM Wildland Urban Interface Assistance Grant)

We have submitted the following applications so the City has a total of \$5.41 million in pending awards:

- \$1 million to purchase a new ariel apparatus.
(source: FEMA Assistance to Firefighters Grant)
- \$1.88 million to hire four new firefighters and an assistant fire chief.
(source: FEMA Staffing for Adequate Fire and Emergency Response)
- \$54K to purchase 32 body worn cameras and implement a cold-based storage system.
(source: DOJ Body Worn Cameras Grant)
- \$280K to create a Comprehensive Safety Action Plan to identify projects that reduce fatalities and injuries within the City.
(source: DOT Safe Streets and Roads for All)

Applications for the City of Ontario Fire Department (\$1.3 million) and Ontario Rural Fire Protection District (\$900K) were submitted to the Oregon Office of the State Fire Marshal's (OSFM) Engine Program were submitted on October 12.

We worked with the City to successfully submit the ODOT Community Paths grant pre-application. We are now preparing the full application for \$3.11 million due January 28, 2023

Combined, these grant awards have the potential to increase the ROI of our partnership to 35.9:1.

We're enthusiastic about continuing to serve the City because this is the kind of work that gets us up in the morning! Merchant McIntyre was created to serve local governments exactly like Ontario.

As for expertise and history, Merchant McIntyre is the leading federal funding agency representing exclusively cities, counties, and other nonprofit organizations. We provide all aspects of grantsmanship (grant writing, management, compliance, etc.), appropriations work, and advocacy. In fact, the scope of work you describe in the RFP is precisely what we do every day. Since 1994, our professionals have helped secured hundreds of millions of dollars for cities and other local governments.

This is a timely, friendly fact: In August, USDOT awarded a \$17.2 million RAISE grant to the City of Natchitoches (LA), a Merchant McIntyre client. (Merchant McIntyre has now helped local governments win four of these grants.)

This grant win is particularly relevant to the City of Ontario because we failed to win funding with our first application for Natchitoches. RAISE is USDOT's largest and most competitive annual grant program. As with all grants, winning them is a process not a magic show.

Together with you, our intention is to learn from the USDOT review notes for Ontario's RAISE submission earlier year to help the City win funding from this program next year.

Finally, I'm writing to attest that Merchant McIntyre fully understands the services requested in your RFP, and the proposal we have submitted is fully accurate.

On behalf of the entire MM team serving Ontario, we would be gratified and humbled to be chosen to continue to partner with the City. Our objective remains as straightforward as it is profound: Every federal and state dollar we secure is to provide budget relief and/or help the City take a leap forward on initiatives to better serve your citizens.

Thank you for your consideration of this proposal.

Sincerely,

A handwritten signature in black ink, appearing to read "Brent W. Merchant". The signature is fluid and cursive, with the first name "Brent" being the most prominent.

Brent W. Merchant
Co-Founder and Principal

P.S. While we enjoyed working with Adam and May, we're confident of an even stronger working relationship with Dan and Justin. Put simply and in the spirit of transparency, we greatly appreciate Dan and Justin's real time, intentional communication.

II. Submission Package

A. Contact Person:

- Brent W. Merchant
Co-Founder and Principal
1634 Eye St. NW Suite 200
Washington, DC 20006
Phone: 703-835-5133
bmerchant@merchantmcintyre.com

B. General Information:

- Merchant McIntyre Associates
1634 Eye St. NW, Suite 200
Washington, DC 20006
- Brent W. Merchant
Co-founder and Principal
Phone: 703-835-5133
bmerchant@merchantmcintyre.com

C. References:

City of Natchitoches
700 Second Street
Natchitoches, LA 71457

Contact: Ronnie Williams Jr.
Mayor
RWilliamsJr@natchitochesla.gov
(318) 352-2772

The City of Natchitoches retained Merchant McIntyre May 1, 2021. Prior to retaining MM, Natchitoches had a relatively modest history of winning federal grants over a period of several years. Merchant McIntyre serves as its “multiplier force” — to develop and execute a comprehensive federal funding strategy to broaden and deepen the City’s reach across several agencies including DOT, EDA, DOJ, FEMA, and DOL, among others.

Merchant McIntyre conducted a Resource Inventory to assess the priority funding needs of the City. Merchant McIntyre met with each department leader to identify specific projects and how they aligned with federal funding opportunities.

Natchitoches’s top funding priority was the surface transportation infrastructure in and around the Texas Street Business Corridor. Merchant McIntyre hit the ground running and quickly began work on an application to DOT’s Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program.

Just last month, the City was awarded a \$17.2 million RAISE grant for the rehabilitation and revitalization of the Texas Street Business Corridor. The project includes repaving and the construction new sidewalks, walking paths, and pedestrian lanes, all of which will contribute to safer travel.

Last month MM also submitted a \$150K application to NEA's Our Town grant program. If awarded, funds will be used to complete the redesign of Ben D. Johnson Park based on a newly produced economic development plan and extensive community-oriented planning process.

Most recently, MM submitted a \$280K application to DOT's Safe Streets for All (SS4A) grant program to create a Comprehensive Safety Action Plan that corresponds with federal DOT standards and requirements. The Action Plan will identify projects that reduce fatalities and injuries within the City. Further, the development of the Action Plan will prepare the City for future SS4A grant competitions and additional DOT construction funding.

Under the direction of the Mayor and his leadership team, Merchant McIntyre is now pursuing the following funding opportunities:

- U.S. Department of Transportation's Reconnecting Communities Pilot Program (award ceiling \$2 million);
- Federal Emergency Management Agency's Assistance to Firefighters grant program (award ceiling \$1 million); and
- U.S. Department of Justice's COPS Hiring Program (award ceiling \$125,000 per sworn officer position).

City of Haverhill

4 Summer Street
Haverhill, MA 01830

Contact: Christopher Sicuranza
Chief of Staff
978-374-2300 x3613
csicuranza@cityofhaverhill.com

The City of Haverhill has been a Merchant McIntyre Associates client since February 1, 2022. The City retained Merchant McIntyre to maximize federal funding for surface transportation, water and wastewater infrastructure, community development, parks and recreation, and public safety.

In the first week of our partnership, MM submitted a \$1.98 million to FEMA's Staffing for Adequate Fire and Emergency Response (SAFER) grant program. If awarded, funds will be used to hire eight additional firefighters.

MM then conducted a Resource Inventory to identify additional specific projects and how they align with federal funding opportunities. Based on our findings, we immediately began developing a Congressionally Directed Spending (CDS) request for the FY23 Appropriations process.

The City's \$750K CDS request for improvements at the Winnekenni Recreational Area was selected for funding. Through MM's advocacy efforts, this project was championed by Haverhill's House Member and is included in the Transportation, Housing and Urban Development (THUD) Subcommittee Bill, which is scheduled to be signed into law this year.

MM also worked with the City's Congressional delegation to secure authorization language in the FY22 Water Resources and Development Act. This language enables Haverhill to seek up to \$20 million for flood control efforts in future federal appropriations bills.

In addition to federal grants work, MM has supported efforts to plan, develop, and execute the City's policy agenda on a regional and federal level.

Beyond these accomplishments, Merchant McIntyre is helping the City pursue the following federal funding opportunities:

- U.S. Department of Transportation, Rebuilding American Infrastructure with Sustainability and Equity (RAISE, award ceiling \$25 million); and
- U.S. Department of Transportation, Recreational Trails Program (RTP, award ceiling \$50K).

East Central Indiana Regional Planning District

1208 White River Blvd, Suite 136

Muncie, IN 47303

Contact: Bradley Bookout
Director of Municipal and Economic Affairs
bbookout@ecirpd.org
(765) 808-1484

The East Central Indiana Regional Planning District (ECI) serves as the economic development and critical infrastructure support team of Delaware County, Indiana. ECI has been a MM client since March 1, 2017.

Merchant McIntyre Associates serves as ECI's full-service Washington government relations agency. In this role, Merchant McIntyre handles all aspects of ECI's representation — pursuing significant competitive and discretionary grants, facilitating discussions with federal agencies, strengthening relationships with the Indiana Congressional delegation, and leading the coalition's annual Washington Fly-In.

Merchant McIntyre's work for ECI demonstrates our ability to secure the economic development dollars the City of Ontario wishes to pursue. Our funding wins and pending awards include:

- \$320,000 to help provide an economic development response to COVID-19, including helping local businesses find financing, retain employees, and recover from the pandemic. (source: Economic Development Administration)
- \$88,000 to support a business incubator. (source: Economic Development Administration)
- \$80,000 to provide technical assistance to small businesses. (source: Department of Agriculture)
- \$75,000 for an I-69 Corridor Economic Impact Analysis with the aim of developing an action plan for the widening, modernization, and safety improvements along the I-69 corridor. (source: Economic Development Administration)
- \$68,000 for a workforce development and technical assistance program. (source: Department of Agriculture)
- \$100,000 to support training and technical assistance services to small businesses and entrepreneurs in rural Delaware County, pending. (source: Department of Agriculture)

Merchant McIntyre is now developing a \$1.2 million EDA application to expand a business incubator. If awarded, this project will double the footprint of the facility.

D. Contract Consideration / Litigation Warranty

Merchant McIntyre Associates is not currently involved in litigation or arbitration concerning any aspect of our agency's work.

E. Subcontractors

Merchant McIntyre is a full-service federal and state funding agency. As such, we will serve as the sole agency servicing this contract. We possess the internal grants capability, award-winning grant writers, subject matter experts, appropriations experience, and advocacy professionals to accomplish all of Ontario's funding objectives without the need for any subcontracting firms.

III. Service Process

A. Experience

Merchant McIntyre Associates was founded specifically to serve local governments like the City of Ontario. Our agency has won every type of grant Ontario is likely to seek.

We trace our corporate DNA back to April 1994 because key members of our agency have been working together since then. During the past 28 years, our professionals have delivered hundreds of millions of dollars to local governments. Collectively, our team has 200+ years of experience identifying, writing, and winning grant funding.

Our role is to serve as an extension of the City's professional staff — your "multiplier force" to forecast, identify, write, submit, mobilize Congressional support for, win, and comply with grant awards.

Merchant McIntyre focuses primarily on federal funding because we “fish where the big fish are.” We exist to deliver a good-to-great-to-fantastic ROI, and federal grants typically provide the largest dollar awards. That said, we also routinely win state grants when requested by clients.

The City is EDA-eligible, USDA-rural, and HRSA-rural. These eligibilities open entire categories of funding unavailable to most local governments. Merchant McIntyre has won the most grants for local governments with these eligibilities.

Merchant McIntyre professionals regularly meet with Congressional staff and federal program officers at USDA, DOT, DOJ, DOL, FEMA, EDA, HRSA, and other federal agencies to gather invaluable intel about how to win federal funding. Specifically, we learn about the funding priorities of Members of Congress and the competitive preference priorities that program officers are using to score grant applications.

The essential keys to winning grants are to 1) have a crystal-clear understanding of what the program officers are looking for in an award-worthy application and 2) begin writing the application long before its publicly announced.

The primary reason Merchant McIntyre has consistently achieved the funding objectives for our local government clients is because of our ability to forecast grant competitions by tracking appropriations legislation. This allows maximum time to write applications, gather data, organize partnerships, and build relationships with agency program officers. We will continue to focus on strategically pursuing as many grant opportunities as possible to achieve the highest ROI for the City of Ontario.

B. Grant Success:

We've provided a list of federal grant submissions and wins below. We hope you glean from the size of this list that Merchant McIntyre can deliver a good-to-great-to-awesome ROI for the City of Ontario.

PROGRAM	REQUEST	OUTCOME	SUMMARY
RCORP-I	\$1,000,000.00	Awarded	Prevent and reduce opioid use among residents of Boone County and the surrounding communities.

USDA Rural Business Development Grant	\$100,000.00	Denied	Support the programmatic and personnel needs.
Appalachian Regional Commission - POWER Grants	\$1,294,260.00	Denied	Create and strengthen entrepreneurship and small business support in Madison, WV.
EDA Public Works and Economic Adjustment Assistance	\$1,300,000.00	Awarded	Establish the Madison Farmers market and greenhouse.
Safe Streets and Roads 4 All	\$280,000.00	Pending	Develop a Zero Vision Action Plan to improve roadway safety in Columbia County, FL.
High School Equivalency Program (HEP)	\$2,229,900.00	Denied	Help migratory and seasonal farmworkers not currently enrolled in school to obtain the equivalent of a high school diploma and gain employment.
Campus Assistance Migrant Program (CAMP)	\$1,849,897.00	Denied	Assist students who are migratory or seasonal farmworkers complete their first year of undergraduate studies.
FIPSE Basic Needs	\$950,000.00	Pending	Provide support students who are struggling to meet basic needs such as food, housing, technology, and health.
Bureau of Land Management Oregon/Washington Fuels Management and Community Fire Assistance	\$75,000.00	Awarded	Enhance community fire assistance programs, education, and outreach.
HRSA QIP	\$800,000.00	Denied	Improve access to lung cancer screening services and health outcomes through quality improvement, increased care coordination, and early screening services.
REMST	\$200,000.00	Awarded	Implement a comprehensive recruitment and training plan for EMS providers.
HRSA Community Health Worker Training Program	\$3,000,000.00	Awarded	Expand the public health workforce by training new and upskilling of existing Community Health Workers (CHWs) and health support workers.
USDA Rural Business Development Grant	\$100,000.00	Awarded	Support economic development activities through the Business Enterprise, Services, and Training (BEST) Project.
HRSA QIP	\$800,000.00	Denied	Improve the rate of select cancer screenings in rural communities.

RHNDP	\$100,000.00	Awarded	Develop a strategic plan focused on increasing healthcare access and rural transportation solutions.
SAFER	\$1,960,000.00	Pending	Hire 8 additional firefighters bringing the City closer to meeting NFPA 1710 staffing and deployment standards.
Safe Streets and Roads 4 All	\$280,000.00	Pending	Create a Comprehensive Safety Action Plan that corresponds with federal DOT standards and requirements.
EDA-Tourism	\$100,000.00	Denied	Conduct an Outdoor Recreational Engagement and Recovery Analysis for Highlands County, FL.
AFG	\$1,402,230.00	Pending	Purchase new PPE and equipment to strategically address the County's growing and diverse needs.
SAFER	\$3,335,460.00	Pending	Hire additional firefighters bringing the County closer to meeting NFPA staffing and deployment standards.
FP&S	\$100,000.00	Pending	Purchase a community fire safety vehicle to provide educational trainings.
EDA	\$1,830,207.00	Pending	Stormwater drainage improvements at the Sebring Airport Multimodal Logistics Center.
HRSA QIP	\$800,000.00	Awarded	Implement the Communications Improvement Project (CIP) to reduce hospitalizations and improve rural health outcomes.
REMST	\$200,000.00	Awarded	Expand training opportunities for EMS providers in rural Kansas including recruitment, education, recertification, and mental and behavioral health training
HRSA QIP	\$786,406.00	Denied	Expand and enhance care coordination services for rural underserved patients.
OJP Strategies To Support Children Exposed to Violence	\$900,000.00	Pending	Expands programming and protective factors for children ages birth through eight and their families.
TRIO - Upward Bound	\$1,437,685.00	Awarded	Provide students with academic tutoring and advising.
S-STEM	\$750,000.00	Awarded	Increase the number of low income, academically talented students in Associate's degree programs.

ATE	\$441,348.00	Pending	Enhance curriculum development and the creation of an education-to-workforce pipeline.
Body-Worn Cameras (BWC)	\$130,000.00	Pending	Purchase BWCs, Dash Cameras, and Interview Room AV supplies.
Safe Streets and Roads 4 All	\$280,000.00	Pending	Create a Comprehensive Safety Action Plan to identify projects that reduce fatalities and injuries.
AFG	\$500,132.08	Pending	Purchase upgraded portable and mobile communication equipment.
SAFER	\$3,582,866.25	Pending	Hire 15 Firefighter II/EMTs to achieve near complete compliance with NFPA 1710 staffing & deployment standards.
DCJS SRO Incentive Grant Program	\$322,697.92	Awarded	Hire one (1) new School Resource Officer (SRO) for four (4) years.
DOT RAISE	\$14,035,320.00	Denied	Construction of pedestrian paths and enhanced intersections.
COPS Hiring	\$375,000.00	Pending	Hire one (1) new School Resource Officer (SRO) position and two (2) traffic enforcement division officers.
COPS School Violence Prevention Program (SVPP)	\$500,000.00	Pending	Purchase equipment & technology (cameras, locks, etc.) for two school buildings.
STOP School Violence	\$790,893.65	Pending	Support trainings related to mental health and school violence.
Safe Streets and Roads 4 All	\$280,000.00	Pending	Create a Comprehensive Safety Action Plan to identify projects that reduce fatalities and injuries.
Appalachian Regional Commission - INSPIRE Grants	\$500,000.00	Awarded	Create new career pathways and jobs for individuals in substance use treatment programs.
FEMA Homeland Security Grant Program	\$141,500.00	Pending	Purchase an emergency backup generator for the Ronald McDonald House Charity.
AFG	\$91,076.00	Awarded	Purchase additional PPE and safety equipment.
Safe Streets and Roads 4 All	\$400,000.00	Pending	Create a Comprehensive Safety Action Plan that corresponds with federal DOT standards and requirements.

DOT RAISE	\$17,253,252.00	Awarded	Revitalize and improve surface transportation infrastructure in a key business corridor.
Safe Streets and Roads 4 All	\$280,000.00	Pending	Create a Comprehensive Safety Action Plan that corresponds with federal DOT standards and requirements.
Our Town	\$150,000.00	Pending	Complete the redesign of Ben D. Johnson Park based on a newly produced economic development plan and extensive community-oriented planning process.
HRSA Rural Public Health Workforce Training Network (RPHWTN)	\$705,733.99	Denied	Develop comprehensive career pathway for Respiratory Therapists and Case Managers.
HRSA QIP	\$676,464.26	Denied	Expand and enhance care coordination services to improve rural underserved patients health outcomes.
DOL WORC	\$1,311,140.02	Pending	Develop and enhance regional career pathway for LPNs and CNAs/CMAAs through the provision of participant stipends/scholarships.
Our Town	\$125,000.00	Pending	Create and host a summer music festival celebrating/showcasing a variety of musical genres and the genres' influence on NYC's history and culture.
AFG	\$1,000,000.00	Pending	Purchase a new aerial apparatus.
SAFER	\$1,878,751.44	Pending	Hire 4 Firefighter II/EMTs and 1 Asst. Chief to achieve near complete compliance with NFPA 1720 staffing & deployment standards.
NPS Rivers, Trails, and Conservation Assistance	\$150,000.00	Awarded	Technical assistance to develop master concept plan and funding plan for the Snake River Trail.
DOT RAISE	\$1,100,000.00	Denied	Conduct planning activities for the Ontario-Fruitland Congestion Mitigation, Mobility, and Community Safety Project.
DOJ BWC	\$54,000.00	Pending	Purchase 32 BWCs; implement a cloud-based storage system; and revise policies & procedures regarding BWC deployment.
Safe Streets and Roads 4 All	\$280,000.00	Pending	Create a Comprehensive Safety Action Plan that corresponds with federal DOT standards and requirements.

SAMHSA MAT-PDOA	\$2,420,120.00	Denied	Implement a Medication Assisted Treatment (MAT) program for patients suffering from Opioid Use Disorder and/or Opioid Use Disorder (SUD/OD).
REMST	\$200,000.00	Awarded	Recruit and train 36 individuals in an Emergency Medical Technician-Basic Certification Course.
DOT Low or No Emission Grant Program	\$460,080.00	Denied	Purchase 2 EV Charging Stations and lease 6 Neighborhood Electric Vehicles.
AFG	\$1,000,000.00	Pending	Purchase a new aerial apparatus.
AFG	\$79,830.00	Pending	Purchase BLS medical equipment and support for training costs.
SAFER	\$1,781,550.00	Pending	Hire 9 Firefighter II/EMTs to achieve near complete compliance with NFPA 1710 staffing & deployment standards.
Our Town	\$75,000.00	Pending	Commission and install a statue of John Lewis on Talladega College's campus.
Safe Streets and Roads 4 All	\$280,000.00	Pending	Create a Comprehensive Safety Action Plan to identify projects that reduce fatalities and injuries.
AFG	\$348,301.70	Pending	Purchase upgraded portable and mobile communication equipment.
SAFER	\$723,535.24	Pending	Hire a Recruitment & Retention Coordinator to recruit more firefighters.
EDA	\$4,300,000.00	Awarded	Increase the water and sewer infrastructure capacity needed to service a new manufacturing facility.
Bruce and Cecilia Petersen Foundation Trust	\$10,000.00	Awarded	Ensure every student has financial access to a high-quality, technical education and hands-on occupational training.
Eccles Foundation (George S. and Dolores Doré Eccles Foundation)	\$110,000.00	Pending	Ensure every student has financial access to a high-quality, technical education and hands-on occupational training.
The Howe Foundation	\$10,000.00	Pending	Ensure every student has financial access to a high-quality, technical education and hands-on occupational training.
Hearst Foundation	\$100,000.00	Pending	Ensure every student has financial access to a high-quality, technical education and hands-on occupational training.

NSF ATE	\$301,069.00	Pending	Purchase equipment for a multipurpose innovation and business incubation hub.
HRSA QIP	\$800,000.00	Denied	Reduce the impact of chronic disease and to decrease avoidable ED visits and inpatient admissions.
REMST	\$200,000.00	Awarded	Increase Certified First Responder (CFR), Advanced Emergency Medical Technician (AEMT), and Emergency Medical Technician (EMT) instruction by 25%.
HRSA QIP	\$800,000.00	Awarded	Improve respiratory health for 300 rural chronic lower respiratory disease.
HRSA Rural Public Health Workforce Training Network (RPHWTN)	\$1,545,000.00	Awarded	Expand public health capacity by supporting health care job development, training and placement in rural areas.
TRIO Talent Search	\$1,386,875.00	Denied	Expand student support services and recruitment of first-generation college students.
RAISE	\$13,500,000.00	Denied	Complete critical roadway resurfacing and expansion.
Rural Business Development Grant	\$70,000.00	Awarded	Support small, rural business with basic needs such as accounting, marketing, and hiring.
TRIO Talent Search	\$1,386,875.00	Denied	Support first-generation college students by providing expanded support services and financial aid.
Title III - SIP	\$2,239,850.00	Awarded	Develop course pathways for every major and integrate advising and scheduling to promote improved program velocity and completion.
Connecting Minority Communities Pilot Program	\$1,234,183.98	Denied	Increase access to reliable broadband and distance learning equipment.
EDA-CARES EAA	\$1,200,000.00	Awarded	Develop a new workforce training program.
FAA Aviation Workforce Program	\$500,000.00	Denied	Increase the number of trained aviation mechanics by purchasing additional equipment.
REMST	\$199,917.00	Awarded	Recruit and train 29 new EMS personnel.
Evidence-Based Telehealth Network Program	\$1,700,000.00	Awarded	Expand telehealth services to underserved areas and purchase additional telehealth equipment.

RHCVC	\$941,051.00	Awarded	Increase COVID-19 vaccine education and reduce infection rates.
FCC COVID-19 Telehealth, Rd 2	\$646,970.00	Denied	Purchase additional telemedicine equipment and expand telehealth programs.
DLT	\$56,574.00	Awarded	Expand distance learning capabilities and purchase new equipment.
RHCVC	\$100,000.00	Awarded	Increase COVID-19 vaccine education and reduce infection rates.
ERHC	\$1,000,000.00	Awarded	Reimburse Crisp payments related to COVID-19 costs over the last 19 months
RHCVC	\$50,000.00	Awarded	Increase COVID-19 vaccine education and reduce infection rates.
EDA EDD Capacity	\$320,000.00	Awarded	Increase the capacity of a local economic development organization.
EDA PWEAAP (Park One)	\$1,300,000.00	Denied	Construct a new stoplight at the entrance of a major industrial park.
Rural Business Development Grant	\$80,000.00	Awarded	Support small businesses.
RAISE Construction Grant (Alameda)	\$25,000,000.00	Denied	Upgrade a major roadway from two lanes to six lanes.
RAISE Planning Grant (I-10 Upper Deck)	\$900,000.00	Awarded	Plan the effective construction of a downtown development project.
S-STEM	\$744,741.00	Denied	Enable low-income students with academic ability, talent or potential to pursue successful careers in promising STEM fields.
NIFA GusNIP (FINI)	\$500,000.00	Awarded	Increase nutritional awareness and promote healthy eating habits.
AFG	\$1,402,230.00	Denied	Funding for equipment, including SCBA, thermal goggles, and wetland gear.
FCC COVID-19 Telehealth, Rd 2	\$697,403.00	Awarded	Purchase additional telemedicine equipment and expand telehealth programs.
ERHC	\$1,000,000.00	Awarded	Reimburse Holzer payments related to COVID-19 costs over the last 19 months.
SAMHSA MHAT	\$625,000.00	Denied	To expand substance abuse treatment and prevention programs.
REMST	\$188,000.00	Awarded	Recruit and train 25 new EMS personnel to fill regional staffing shortages.

FCC COVID-19 Telehealth, Rd 2	\$941,197.00	Awarded	Purchase additional telemedicine equipment and expand telehealth programs.
SAMHSA CMHC	\$1,905,849.00	Denied	Enable community mental health centers to support and restore the delivery of clinical services that were impacted by the COVID-19 pandemic.
DOJ VAWA STOP Grant	\$250,000.00	Denied	Implement new programs to reduce school violence.
TRIO Talent Search	\$1,386,875.00	Denied	Provide academic, career, and financial counseling to its participants and encourages them to graduate from high school and continue on to and complete their postsecondary education.
S-STEM	\$750,000.00	Denied	Develop new curriculum and expand recruitment for STEM programs.
Title III - SIP	\$1,762,055.00	Awarded	Design and implement a guided pathway advising model.
ATE	\$520,000.00	Denied	Expand bio-manufacturing programs by creating new curriculum.
EDA	\$3,000,000.00	Pending	Construction and equipment purchases related to the Advanced Manufacturing Technology and Construction Technology programs.
SAMHSA MHAT	\$609,335.00	Awarded	Expand substance abuse treatment and prevention programs.
Title III - SIP	\$1,974,266.00	Awarded	Create a support network to promote higher rates of retention, academic performance, and on-time graduation among first-generation and lower-income students.
Title III - SIP	\$1,762,611.00	Denied	Develop and improve academic programs and student support services.
PBI Formula Grant	\$1,250,000.00	Awarded	Implement programs to enhance capacity to serve more low- and middle-income Black American students.
SAMHSA MHAT	\$615,602.00	Awarded	Expand substance abuse treatment and prevention programs.
SAMHSA MAT-PDOA	\$2,420,110.00	Denied	Expand substance abuse treatment and prevention programs.
FEMA SAFER	\$1,496,027.52	Denied	Hire 10 new firefighters.
DOJ COPS Hiring	\$250,000.00	Awarded	Hire eight additional police officers.

HRSA NWD	\$2,200,000.00	Denied	Develop a new nursing workforce training program.
REMST	\$106,953.00	Awarded	Recruit and train 25 new EMS personnel.
FCC COVID-19 Telehealth, Rd 2	\$287,585.32	Denied	Purchase additional telemedicine equipment and expand telehealth programs.
EDA	\$2,622,450.00	Denied	Support the expansion of a workforce training program.
RAISE	\$21,121,770.00	Denied	Plan the effective implementation of surface transportation improvements.
Title III - SIP	\$2,245,280.00	Awarded	Develop and improve academic programs and student support services.
NRCS Conservation Collaboration	\$659,625.45	Awarded	Improve advanced agriculture programs and train new Natural Resources Conservation Services personnel.
Title III - SIP	\$1,128,557.00	Awarded	Develop and improve academic programs and student support services.
ATE	\$212,089.00	Denied	Provide high schools with advanced manufacturing and engineering equipment.
SAMHSA MHAT	\$237,908.00	Awarded	Expand substance abuse treatment and prevention training programs.
FEMA SAFER	\$757,503.00	Denied	Hire additional firefighters and expand recruitment activities.
EDA	\$2,100,000.00	Denied	Infrastructure improvements at a key industrial park.
ERHC	\$868,539.00	Awarded	Increase COVID-19 testing, vaccinations, and treatment.
FAA Aviation Workforce Program	\$500,000.00	Denied	Develop a training and workforce pipeline of aviation mechanics.
ERHC	\$270,000.00	Awarded	Purchase and staff a COVID-19 mobile vaccine clinic.
FEMA AFG	\$989,904.90	Denied	Purchase a new fire truck.
HRSA BHWET	\$1,927,000.00	Awarded	Increase the supply of behavioral health professionals.
SAMHSA PCSS-Universities (SKMC)	\$450,000.00	Awarded	Expand substance abuse treatment and prevention training programs.
SAMHSA MHAT	\$536,319.80	Denied	Expand substance abuse treatment and prevention programs.

RCORP-I	\$1,000,000.00	Awarded	Develop and expand opioid treatment and recovery programs in rural areas.
Evidence-Based Telehealth Network Program	\$1,750,000.00	Denied	Expand telehealth programs to underserved areas.
FCC COVID-19 Telehealth, Rd 2	\$999,602.00	Awarded	Purchase additional telemedicine equipment and expand telehealth programs.
DOJ OVC Expanding SANE Services	\$600,000.00	Denied	Establish sexual assault examination programs and hire a sexual assault nurse examiner.
Pfizer COVID-19 Vaccine Patient Education	\$100,000.00	Awarded	Increase COVID-19 vaccine education and reduce infection rates.
Mother Cabrini Health Foundation	\$200,000.00	Awarded	Increase access to healthcare for underserved individuals.
SAMHSA MAT-PDOA	\$2,625,000.00	Denied	Expand substance abuse treatment and prevention programs.
SAMHSA MHAT	\$625,000.00	Awarded	Expand substance abuse treatment and prevention programs.
REMST	\$200,000.00	Awarded	Recruit new students and expand EMS training programs.
RCORP-I	\$1,000,000.00	Awarded	Develop and expand opioid treatment and recovery programs in rural areas.
DFID (UK) COR-NTD	\$199,917.00	Awarded	Conduct research on diseases in tropical areas.
TRIO SSS	\$1,259,575.00	Denied	Develop and expand student support services programs for underserved students.
EDA	\$2,800,000.00	Denied	Purchase equipment for a new workforce development program.
ATE	\$490,796.00	Awarded	Expand workforce training programs to meet industry needs.
IREPO	\$1,591,225.00	Denied	Increase resiliency and expand educational opportunities.
EDA	\$1,425,580.00	Awarded	Develop additional aviation workforce programs and purchase equipment.
RBDG	\$60,000.00	Awarded	Support small business development and startups in a rural area.
BUILD	\$7,166,560.00	Denied	Surface transportation improvements on a key roadway.

FCC COVID-19	\$534,067.56	Denied	Purchase additional telemedicine equipment and expand telehealth programs.
PCTE-RTPC	\$2,150,000.00	Awarded	Expand residency training programs.
EDA	\$1,881,722.00	Awarded	Purchase equipment for a new workforce development program.
FCC COVID-19	\$727,310.00	Denied	Purchase additional telemedicine equipment.
FCC Connected Care	\$877,973.50	Awarded	Expand telehealth programs.
HRSA Outreach	\$626,525.82	Denied	Expand healthcare services in rural communities.
DLT	\$469,145.75	Denied	Purchase new distance learning equipment.
RBDG	\$100,000.00	Awarded	Support small business development and startups in a rural area.
EDA	\$400,000.00	Awarded	Purchase equipment for a new workforce development program.
EDA	\$1,250,000.00	Denied	Improve water and wastewater infrastructure to support economic development.
BUILD (MCA)	\$24,000,000.00	Denied	Widen a key roadway and increase pedestrian safety.
BUILD	\$4,000,000.00	Denied	Construct a park in a downtown area.
BUILD (Piedras)	\$8,400,000.00	Denied	Surface transportation improvements.
DOT ATCMTD	\$4,670,000.00	Denied	Reduce congestion and improve roadway safety and efficiency.
TNGP	\$1,175,723.00	Awarded	Expand telehealth services and upgrade equipment.
FCC COVID-19	\$695,516.46	Denied	Purchase additional telemedicine equipment and expand telehealth programs.
DLT	\$999,487.90	Denied	Purchase distance learning equipment to connect rural campuses.
EDA	\$1,400,000.00	Awarded	Infrastructure improvements at an industrial park.
TRIO SSS	\$1,185,495.00	Denied	Develop and expand student support services programs for underserved students.
SCA Reentry	\$630,000.00	Denied	Develop a new workforce reentry program for incarcerated individuals.
DLT	\$350,000.00	Awarded	Purchase distance learning equipment.

HRSA Outreach	\$800,000.00	Denied	Expand healthcare services in rural communities.
HRSA Outreach	\$800,000.00	Denied	Expand healthcare services in rural communities.
TRIO SSS	\$1,633,500.00	Awarded	Develop and expand student support services programs for underserved students.
HRSA Outreach	\$800,000.00	Denied	Expand healthcare services in rural communities.
TRIO SSS - Traditional	\$1,618,885.00	Denied	Develop and expand student support services programs for underserved students.
BWC	\$52,389.00	Awarded	Purchase body worn cameras for all officers and implement a data storage protocol.
Title V	\$2,754,880.00	Awarded	Expand student support services programs for Hispanic students.
Title III-AANAPISI	\$1,500,000.00	Awarded	Develop and improve academic programs and student support services.
TRIO SSS - Traditional	\$1,265,160.00	Awarded	Develop and expand student support services programs for underserved students.
TRIO SSS - STEM	\$1,265,160.00	Awarded	Develop and expand student support services for students in STEM programs.
USDA HSI	\$250,000.00	Awarded	Increase professional development opportunities for Hispanic students.
TRIO SSS	\$1,203,770.00	Denied	Develop and expand student support services programs for underserved students.
TRIO SSS	\$1,264,920.00	Denied	Develop and expand student support services programs for underserved students.
Title V	\$2,989,840.00	Awarded	Expand student support services programs for students at a HSI.
NSF S-STEM	\$649,750.00	Denied	Improve STEM programs and expand student support services.
FEMA AFG	\$347,445.00	Denied	Purchase a new fire response vehicle.
RBDG	\$80,000.00	Denied	Support the development of rural business.
DLT	\$334,039.29	Awarded	Purchase distance learning equipment and enhance program offerings.
FCC COVID-19	\$622,187.95	Denied	Purchase additional telemedicine equipment and expand telehealth programs.

EMS Training	\$186,250.41	Denied	Expand EMS training programs and purchase new equipment.
DOL Job Corps Scholars	\$1,152,483.00	Awarded	Provide scholarships for first generation students.
RBDG	\$39,100.00	Denied	Support small business development and startups in a rural area.
DOL Job Corps Scholars	\$1,186,899.80	Denied	Provide scholarships for first generation students.
DLT	\$381,159.00	Denied	Purchase new distance learning equipment.
EDA	\$1,183,941.00	Awarded	Renovate classrooms and purchase a new dyno for the diesel technology program.
IREPO	\$2,867,590.80	Denied	Increase resiliency and expand educational opportunities.
SCCTG	\$4,865,970.43	Denied	Build institutional capacity and expand workforce training programs.
SCA Reentry	\$708,740.00	Denied	Develop a new workforce reentry program for incarcerated individuals.
IREPO	\$801,822.72	Denied	Increase resiliency and expand educational opportunities.
Our Town	\$75,000.00	Denied	Complete a community arts project at a park.
EDA	\$5,559,569.00	Denied	Purchase two linear accelerators.
TNGP	\$1,153,087.09	Awarded	Expand telehealth services and upgrade equipment.
Rural HIV/AIDS Planning	\$83,164.62	Awarded	Develop an action plan to address community HIV needs, gaps and challenges.
HRSA Planning	\$100,000.00	Awarded	Plan the expansion of a rural health network.
RCORP-Planning	\$200,000.00	Awarded	Plan the expansion of opioid treatment and recovery programs.
HRSA Planning	\$100,000.00	Denied	Plan the expansion of a rural health network.
EDA	\$2,455,872.00	Awarded	Purchase equipment for and develop curriculum for a new CDL training program.
EMS Training	\$96,294.00	Denied	Purchase new EMS training equipment and recruit students to fill industry demand.
DOL WORC	\$1,443,900.45	Awarded	Expand workforce opportunities in rural areas.
IREPO	\$1,919,900.00	Denied	Increase resiliency and expand educational opportunities.

HRSA Outreach	\$749,327.26	Denied	Expand healthcare services in rural communities.
FCC COVID-19	\$922,688.00	Awarded	Purchase additional telemedicine equipment and expand telehealth programs.
EDA	\$1,600,000.00	Denied	Develop a new workforce training program to meet industry demand.
EDA	\$1,407,630.00	Awarded	Infrastructure improvements at an industrial park.
IREPO	\$1,263,112.25	Denied	Increase resiliency and expand educational opportunities.
HRSA Outreach	\$800,000.00	Denied	Expand healthcare services in rural communities.
DLT	\$368,354.00	Denied	To purchase new distance learning equipment.
RCORP-Planning	\$200,000.00	Awarded	Plan the expansion of opioid treatment and recovery programs.
FCC COVID-19	\$650,000.00	Awarded	Purchase additional telemedicine equipment and expand telehealth programs.
HRSA Outreach	\$800,000.00	Denied	Expand healthcare services in rural communities.
RCORP-NAS	\$500,000.00	Awarded	Reduce the incidence and impact of Neonatal Abstinence Syndrome (NAS) in rural communities.
HRSA Planning	\$100,000.00	Awarded	Plan the expansion of a rural health network.
HRSA Outreach	\$800,000.00	Denied	Expand healthcare services in rural communities.

We've also provided a list of Merchant McIntyre's Congressionally Directed Spending (CDS) and Community Project Funding (CPF) requests for FY22 and FY23. The Congress re-introduced CDS and CPF (formerly known as "line-item earmarks") in the FY22 Appropriations cycle. This legislatively-directed funding enables local governments like Ontario to secure major dollars for projects not addressed by competitive grants.

AGENCY AND ACCOUNT	REQUEST	OUTCOME	SUMMARY
Home Repair/ HUD/ EDI	\$220,000	Selected	Support Low-income housing.
Home Repair/ HUD/ EDI	\$300,000	Not Selected	Aid in the repair of low-income homes.

Health and Wellness Center/HRSA/Health Facilities, Construction, and Equipment	\$3,992,370	Selected	Renovate and equip the Boone Memorial Health and Wellness center.
Health and Wellness Center/HRSA/Health Facilities, Construction, and Equipment	\$5,341,390	Selected	Renovate a department store to create the Boone Memorial Health and Wellness Center.
Interventional Radiology Equipment HRSA/Health facilities, construction and equipment	\$1,500,000	Selected	Purchase radiology equipment.
Food Outreach Program/HUD/EDI	\$987,331	Not Selected	Expand the capacity of a Food Outreach Program.
Revitalize 722 Project (Phase Two)/HUD/EDI	\$802,788	Not Selected	Renovate and expand a homeless center.
CityTeam Portland Seismic and Roof Upgrades/HUD/EDI	\$1,401,204	Not Selected	Complete seismic upgrades required by the city.
Grace Village Community Center/HUD/EDI	\$1,754,326	Not Selected	Create sustainable, low-income housing.
Bell Rd Extension/THUD/HIP	\$1,370,000	Not Selected	Road extension and construction.
Water and Wastewater Improvements at North Florida Mega Industrial Park/THUD/EDI	\$2,000,000	Not Selected	Water and wastewater improvements.
Advanced Manufacturing Equipment/Commerce/NIST	\$400,000	Selected	Purchase advanced manufacturing training equipment.
Aviation Training Equipment/Labor/ETA	\$400,000	Not Selected	Purchase aviation training equipment.
Job Training CTE Equipment/ED/FIPSE	\$300,000	Not Selected	Purchase job training CTE equipment.
Bridge to Home Expansion/ACL/Aging and Disability Services Program	\$320,000	Not Selected	Provide Medicare-eligible seniors with ten hours of free assistance after hospital discharge.

Physician Five-Thrive/Primary Doctors Workforce Project	\$900,000	Not Selected	Implement programs for physician retention.
Clinic Revitalization and Improved Services Project (CRISP) // HRSA/Health Facilities, Construction, and Equipment	\$510,480	Not Selected	Aid in the renovation of a clinic.
Doctor of Osteopathic Medicine Curriculum Development	\$500,000	Not Selected	Establish an osteopathic medicine program.
Health Workforce Simulation Equipment	\$1,143,000	Not Selected	Purchase new health simulation training equipment.
Homeless Coalition of Fort Atkinson/HUD/EDI	\$450,000	Not Selected	Provide transitional housing and case management to homeless individuals and families.
Sober Living Homes/HUD/EDI	\$1,000,000	Not Selected	Renovate 4 sober living homes and assist with operation costs.
Emergency Department CT Scanner/HRSA/Health Facilities, Construction, and Equipment	\$1,800,000	Not Selected	Purchase and install a new CT scanner to upgrade the emergency department.
Center for Education Expansion/HRSA/Health Facilities, Construction, and Equipment	\$1,599,275	Not Selected	Expansion of the Center for Education and the CNA training program.
Looker Patient Unit Expansion/HRSA/Health Facilities, Construction, and Equipment	\$3,407,601	Not Selected	Renovate and expand patient units.
Park Improvements/HUD/EDI	\$700,000	Selected	Design and construct park improvements.
GRATE Project/Transportation/FHA	\$1,500,000	Not Selected	Develop a new roadway connection and upgrade existing railway crossings.

Roadway Construction Project // THUD EDI	\$1,100,000	Selected	Complete roadway improvements.
Advanced Lung Disease Care Management/HRSA/Health Facilities, Construction, and Equipment	\$346,800	Selected	Purchase advanced lung disease care equipment.
Da Vinci Surgical Robot/HRSA/Health Facilities, Construction, and Equipment	\$1,500,000	Not Selected	Purchase a Da Vinci surgical robot.
Emergency Services Support Project // HRSA/Health Facilities, Construction, and Equipment	\$200,000	Not Selected	Conduct a feasibility study and needs assessment.
Chalmers Cancer Center PET CT Scanner/HRSA/Health Facilities, Construction, and Equipment	\$2,000,000	Not Selected	Purchase PET and CT scanners.
HRSA/Health Facilities, Construction, and Equipment	\$2,000,000	Selected	Renovate an emergency department.
Community & Water Resiliency at JPH // EPA STAG	\$750,000	Selected	Construct an emergency water well at the hospital.
Social Services Research and Demonstration Account	\$880,278.85	Not Selected	Provide housing and services to transitional age youth who are homeless or housing insecure.
Kahuku Facility Improvement Plan // HRSA/Health Facilities, Construction, and Equipment	\$600,000	Not Selected	Develop a facility improvement plan to renovate, modernize, and streamline the facility.
Rural O'ahu Health Clinic Improvement Project // HRSA/Health Facilities, Construction, and Equipment	\$1,048,100	Not Selected	Establish and improve a rural healthcare clinic.
Solar Energy Equipment/DOE/Renewable Energy	\$998,000	Not Selected	Purchase and install solar energy equipment.

Commercial Construction Technology Equipment/ED/FIPSE	\$2,141,900	Selected	Establish a commercial construction technology program in order to meet regional workforce demand.
KCK Health and Wellness Center/HRSA/Health Facilities, Construction, and Equipment	\$3,000,000	Not Selected	Construct a health and wellness center.
CR30 Paving Project/DOT/THUD	\$1,800,000	Not Selected	Implement the second phase of a country road paving project.
Campus Camera and Safety Upgrades/ED/FIPSE	\$700,000	Selected	Purchase campus security equipment including video surveillance, lighting features, and emergency call boxes.
Prison and Reentry Education Program/ED/FIPSE	\$950,000	Selected	Establish a prison and workforce reentry program.
Zero Textbook Costs/ED/FIPSE	\$1,886,947	Not Selected	Support the increasing demand for college programming in correctional facilities.
Rt.28 Innovative Intersections Planning and Engineering/THUD/Highway Improvement Program	\$3,300,000	Not Selected	Safety upgrades at a critical intersection.
STEM and Allied Health Equipment/ED/FIPSE	\$1,319,261	Not Selected)	Purchase equipment and supplies for health and STEM academic programs.
OB/GYN and Labor and Delivery Expansion/HRSA/Health Facilities, Construction, and Equipment	\$4,162,000	Not Selected	Expand OB/GYN, labor and delivery services.
Kidney and Dialysis Center Expansion/HRSA/Health Facilities, Construction, and Equipment	\$3,850,000	Selected	Expand a kidney and dialysis center.

FaithHealth Appalachia Expansion/HRSA/Rural Health	\$319,000	Not Selected	Expand medical and community programing.
Childhood Development Center/HUD/EDI	\$4,000,000	Selected	Construct a childhood development center.
Intensive and Permanent Mental Health Housing Project/HUD/EDI	\$1,200,000	Selected	Provide mental health housing.
Blanchard Rd // DOT Highway Infrastructure Program	\$2,901,406	Not Selected	Resurface a road connector.
Civil Rights Park // HUD // EDI	\$270,000	Not Selected	Plan and revitalize a park and community center.
Dependable Potable Water at NRMCC // EPA STAG	\$1,120,000	Selected	Construct and install a new potable water system.
Rural Allied Health Training Center // HRSA // Health Facilities, Construction, and Equipment	\$1,200,000	Not Selected	Construction and renovation of an allied health training center.
Nyack Increasing College Entries Project (NICE) // ED/FIPSE	\$1,600,000	Not Selected	Enhance recruitment efforts and improve retention rates among underserved students.
Coding Boot Camp // ED/FIPSE	\$400,000	Not Selected	Expand programming for computer coding instruction.
Snake River Trail/HUD/EDI	\$500,000	Not Selected	Develop a mixed-use trail alongside the Snake River.
Outpatient Behavioral Health Center Expansion/HRSA/Health Facilities, Construction, and Equipment	\$997,200	Selected	Expand an outpatient behavioral health center.
Healthcare Vocational Technical Complex/HRSA/Health Facilities, Construction, and Equipment	\$2,886,963	Selected	Construct and equip a healthcare vocational complex.

AVA Center Expansion Project/HRSA/Health Facilities, Construction, and Equipment	\$1,483,616	Not Selected)	Create a developmental-behavioral pediatrics training program.
MRI/HRSA/Health Facilities, Construction, and Equipment	\$1,826,611	Not Selected	Purchase MRI machines.
Houston Swon Annex Building Learning Center and Esports Gaming Arena/HUD/EDI	\$536,500	Not Selected	Renovate community facilities.
Wahoo Bay Park/HUD/EDI	\$801,000	Selected	Support the construction of a park.
Harvard Boulevard Water and Sewer Pipeline Replacement Project // EPA/STAG	\$2,000,000	Selected	Expand water and sewer infrastructure.
The Great Equalizer/ACL	\$380,000	Not Selected	Purchase equipment and provide physical therapists.
Da Vinci Surgical Robot/HRSA/Health Facilities, Construction, and Equipment	\$1,000,000	Not Selected	Purchase a Da Vinci Surgical Robot.
Runway 6/24 Edge Lighting and Guidance Sign Rehabilitation Project // USDOT // Airport Improvement Program (AIP)	\$504,450	Not Selected	Enhance existing infrastructure at a municipal airport.
Pedestrian Walkway for the Alabama Institute for the Deaf and Blind & W Battle Street Narrowing // USDOT // Highway Infrastructure Projects	\$1,928,180	Selected	Construct an ADA accessible walkway.
Fire Station/Ag/ USDA Community Facilities	\$617,229	Selected	Construct a fire station in a rural area.
Overlook and Park/HUD/EDI	\$450,152	Not Selected	Construct a park and scenic overlook.
EV Mechanic/ED/FIPSE	\$520,000	Not Selected	Hire an emergency vehicle mechanic.

Water Ordinance Project/Interior/STAG	\$1,500,000	Not Selected	Enhance suitable agriculture practices and recover and aquifer.
Women and Infants Hospital Design & Engineering/HRSA/Health Facilities, Construction, and Equipment	\$3,000,000	Selected	Construct a women's and infants center.
Rural Healthcare Clinic Expansion/HRSA/Health Facilities, Construction, and Equipment	\$1,250,000	Selected	Renovate and purchase new equipment for a rural health clinic.
Rural Healthcare Clinic Expansion/HRSA/Health Facilities, Construction, and Equipment	\$750,000	Selected	Support the expansion of a rural health clinic.
Connecting Windsor - Highway 101 Overpass Improvements/THUD/HIP	\$1,050,000	Not Selected	Complete overpass improvements.
Emergency Home Repair (KY)	\$ 400,000.00	Not Selected	Repair homes that are substandard and often dangerous to inhabit.
Emergency Home Repair (WV)	\$ 400,000.00	Selected	Repair homes that are substandard and often dangerous to inhabit.
Skills Center Equipment/ED/FIPSE	\$475,000.00	Not Selected	Complete construction and acquire equipment, and expand curriculum
Aviation Tech. Equipment/ED/FIPSE		Not Selected	Purchase additional aviation technician training equipment and expand program capacity.
Graduate Medical Education Expansion	\$500,000.00	Not Selected	Expand a graduate medical education program.
HRSA/Rural Health Outreach	\$399,000	Selected	Community outreach implementation to address trust, cost, and other barriers.

Body-Worn Cameras/DOJ/COPS-Equipment and Technology	\$525,000.00	Selected	Purchase new law enforcement equipment.
Casitas Community/THUD/Economic Development Initiative	\$712,500.00	Selected	Support economic development initiatives and community facilities.
Paso Del Norte Trail/THUD/Economic Development Initiative	\$750,000.00	Selected	Construct a pedestrian trail.
Upper Deck at I-10 Design/DOT/Surface Transportation	\$1,200,000.00	Not Selected	Design a new deck over a highway.
Mesa Park Drive/DOT/Surface Transportation	\$3,144,000.00	Not Selected	Upgrade an important roadway.
Sun Metro Fleet Replacement/DOT/Capital Equipment	\$960,000.00	Not Selected	Purchase new buses to replace an aging fleet.
Traffic Management Study/DOT/Surface Transportation	\$860,000.00	Not Selected	Increase roadway safety and reduce congestion.
Stanton Street Bridge "Good Neighbor International Bridge" Intelligent Transportation System/DOT/Surface Transportation	\$7,200,000.00	Selected	Upgrade a bridge and complete surface transportation improvements.
Paso Del Norte Master Plan and 1 Mile Pilot/THUD/Economic Development Initiative	\$750,000.00	Not Selected	Construct a pedestrian trail.
ICU Renovation/HRSA/Health Facilities Construction and Equipment	\$825,435.00	Not Selected	Modernize an ICU and expansion facility capacity.
GRATE Project/DOT/FHA	\$1,400,000.00	Not Selected	Develop a new local roadway connection and upgrade a railway crossing.

Leadership and Innovation Institute/HRSA/Health Facilities, Construction, and Equipment	\$450,000.00	Not Selected	Increase leadership, entrepreneurial, and workforce development opportunities.
Automation Engineer Technology Program Equipment/Defense/RDT&E	\$1,980,000.00	Selected	Purchase state-of-the-art equipment for a new Automation Engineering Technology program.
Intersection of E. Main Street and Nickel Plate Avenue	\$1,748,958.00	Not Selected	Complete intersection improvements.
Downtown Revitalization Project	\$3,500,000.00	Not Selected	Surface transportation upgrades in a downtown area.
Water Line Extension Project	\$6,100,000.00	Not Selected	Extend a water line.
Municipal Building Improvements	\$100,000.00	Not Selected	Support the development of a downtown redevelopment master plan.
Security Camera and Surveillance System/DOJ/COPS-Equipment and Technology	\$446,324.21	Selected	Replace legacy access camera systems throughout four buildings and install security in nine high-traffic interactions.
UniteUs West Virginia	\$604,000.00	Selected	Develop a coordinated care network.
Countywide Public Safety Radio and Communication (PSRC) Upgrade Project/CJS/COPS-Equipment and Technology	\$1,800,000.00	Selected	Fulfill the mandate put into place by the FBI and DOJ and allows them to invest in new equipment
Plumbing Technology Program/ED/FIPSE	\$91,000.00	Selected	To expand technical education.
Cancer Center Equipment/HRSA/Health Facilities, Construction, and Equipment	\$500,000.00	Selected	Expand the scope and quality of medical services provided.

Medical Training Facility/HRSA/Health Facilities, Construction, and Equipment	\$5,798,928.00	Not Selected	Construct a medical training facility.
AVA Center Sensory Stimulation Activity Area/HRSA/Health Facilities, Construction, and Equipment	\$650,533.00	Selected	Construct and equip a sensory stimulation activity area.
Dixie Highway FEC Fencing Project/THUD/Local Transportation Priorities	\$600,000.00	Selected	Construct between a state highway and railroad.
Fire Rescue Administration and Emergency Operations Center/DHS/EOC Grants	\$400,000.00	Not Selected	Purchase fire rescue equipment.
"Universal Exercise- Therasuit Mobility Therapy Treatment Equipment Initiative"	\$495,613.18	Not Selected	Enhance existing programs to address a backlog
Electrical Technician program development/DOL/ETA	\$515,000.00	Selected	Support operational and equipment improvements.
Diagnostic Imaging/HRSA/Health Facilities, Construction, and Equipment	\$800,000.00	Not Selected	Renovate the current diagnostic imaging space to provide new MRI and CT scan equipment.
Connecting Windsor: Downtown Pedestrian and Bicycle Crossing of US 101 (Phase 1)/DOT/Surface Transportation	\$500,000.00	Not Selected	Widen a key roadway and improve an underpass for pedestrian safety.
HealthAlliance Behavioral Health Facility Renovation/HRSA/Health Facilities Construction and Equipment	\$316,136.00	Not Selected	Develop an outpatient mental health clinic.

On the next page is a list of state grants Merchant McIntyre has submitted for clients. Again, MM focuses primarily on federal funding because we “fish where the big fish are.” We exist to deliver a good-to-great-to-fantastic ROI, and federal grants typically provide the largest dollar awards. That said, we also routinely win state grants when requested by clients.

PROGRAM	REQUEST	OUTCOME	SUMMARY
ODOT Oregon Community Paths	\$3,110,759.64	Pending	Plan, design, and construct a roughly 1.82-mile-long multi-use (cycling and pedestrian) path/trail along the Snake River.
Utah Multicultural Rural Mental Health Grant: ELEVATE GRANT	\$50,000.00	Awarded	Support those impacted by the mental and behavioral health challenges during this COVID-19 pandemic.
ADOT RTP	\$202,540.00	Awarded	Construction of a new trail.
ODOT Oregon Community Paths	\$5,766,049.80	Pending	Plan, design, and construct 11,108.25 linear feet of a multi-use path that will connect Umatilla and Hermiston.
MDE Student Support Grant	\$200,000.00	Denied	Increase recruitment activities and provide additional student support services to low-income students.
VBAF Site Remediation Grant	\$477,588	Awarded	Remove/clean up asbestos containing materials from an elementary school.
PA Mental Health (MHSUDI)	\$500,000	Pending	Expand health workforce training initiatives for mental health programs.
VA State SRO Grant	\$413,056.00	Awarded	Hire two new school resource officers and provide funding for four years of salaries.
BCBS Pathways to a Healthy KS	\$200,000.00	Denied	Provide community coalitions the resources they need to remove barriers to health and engage communities to live a healthier lifestyle.
VA DCJS BWC Grant	\$50,000.00	Awarded	Purchase new body worn cameras and police cruiser surveillance systems.
VDOT RTP	\$150,315.79	Awarded	Construct an ADA-accessible trail.

C. Availability

Merchant McIntyre has assembled a team of grants professionals to serve the City of Ontario. We pride ourselves on being available 24/7 to provide every element of the Scope of Work.

D. Timeline Sample

We have provided a sample timeline on the next page. MM develops similar timelines for every Ontario grant application. (Please note: the timeline differs for each type of grant. For example, a USDOT RAISE application timeline is much different than a timeline for a DOJ Body Worn Camera application.)

Timeframe	Action Item(s)	Responsible Parties
Tuesday, November 1, 2022	Initial draft project summary/overview, including the descriptions/frameworks of grant activities for each component (project-based learning, work-based learning, and holistic self-assessment)	Ontario
Week of November 7, 2022	Review initial draft description (above) together on phone to solicit feedback, ask questions for clarity, suggest revisions, etc.	<i>All</i>
Friday, November 11, 2022	- Initial draft of grant budget provided to MM - Final draft of Project Summary/Overview completed	Ontario
Friday, November 18, 2022	Initial draft of several core components of Project Description - (1) Project Overview/Summary, (2) Goals & Objectives, (3) Project Timeline, and (4) Budget - sent to Ontario for review and edits	MM
Week of November 21, 2022	- Discuss initial drafts, including discussing possible ways of refining the Goals & Objectives - Finalize grant budget	<i>All</i>
Week of November 29, 2022	- Continue drafting full Project Description, incorporating edits - Calls/discussions on an as needed basis	MM
Monday, December 5, 2022	As close to a final complete draft of full Project Description as possible sent to Ontario	MM
Week of December 5, 2022	- Review nearly final draft of full Project Description together on phone early in week - Begin building out final draft of evaluation plan (if not sooner) - MM and Ontario work together to review drafts of, edit, and finalize attachments/other application components	<i>All</i>

Week of December 12, 2022	• Finalize evaluation plan • MM to finalize attachments/other application components • Review final, complete drafts of every single application component together • MM to build out application portal	<i>All</i>
Thursday, December 15, 2022	• Final draft of everything sent to Ontario for review & final edits	MM
Monday, December 19, 2022	• By the morning of 12/19, any and all final edits/revisions to application sent to MM • MM to incorporate final edits and upload remaining materials into grant application portal • Submission of Application	<i>All</i>
Wednesday, December 21, 2022	Deadline @ 5pm ET	

E. Sample List of Tasks

Merchant McIntyre manages the development of each grant application from start to finish. MM guarantees that every application we submit for the City will continue to be award-worthy.

To help secure grant funding, Merchant McIntyre will perform these tasks:

- Identify grant opportunities and assess both eligibility and competitiveness before grants are released to the public. (While the City may technically be eligible for a given grant(s), it's Merchant McIntyre's job to ensure that you're truly competitive before we invest your resources in applying.)
- Help establish and/or strengthen relationships with key agency staff to learn their criteria for award-worthy grant applications — long before the grants are announced.
- Utilize agency staff recommendations on best practices from current grantees and review winning applications for similar projects.
- Develop proposal themes and write and produce background materials that provide a compelling, persuasive presentation of the City's priorities to potential federal funders.
- Collaborate with Ontario's professional staff ("content experts") to manage application development and write the actual grant proposals.
- Review individual grant-scoring criteria to ensure proper emphasis in the application,
- Finalize grant proposals; provide multi-level reviews to ensure clarity, cohesiveness, and editorial input. Check budgets for cost-effectiveness, completeness, and accuracy.

In 2021, the Congress re-introduced Congressionally Directed Spending (CDS). These are the legislatively-driven grants that Members of Congress support. To help Ontario win CDS, Merchant McIntyre will:

- Schedule substantive discussions with Members of Congress and their staff in D.C. and Oregon to highlight the City's funding objectives.
- Review the strategic priorities and earmark history for each Member to ensure alignment with the City's priorities and potential requests.
- Target the federal funding accounts and agency programs that offer the best chance for success.
- Develop project descriptions based on the requirements of each Member and Appropriations Committee staff.
- Help secure compelling support letters from local partners, beneficiaries, and stakeholders.
- Ensure Ontario's project(s) make the priority list of your Congressional champions.

Merchant McIntyre will help drive the City's funding requests through every step of the legislative process in the House and Senate — subcommittee, full committee, floor action, and conference committee — until it's signed into law by the President.

Once the appropriations legislation is signed into law, Merchant McIntyre will assist the City in drawing down the funding expeditiously from the relevant federal agency.

IV. Grant Application Examples

We've selected three winning grant applications that best exemplify the skills and abilities of Merchant McIntyre Associates.

A. City of Natchitoches RAISE Grant Award

We selected our \$17.2 million application to USDOT's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) on behalf of the City of Natchitoches because it's a timely example of our work. RAISE is USDOT's largest and most competitive annual grant program. In August, USDOT announced the City of Natchitoches would receive the full \$17.2 million request with no conditions or changes to the original grant application.

Merchant McIntyre has now helped local governments win four of these grants in the amount of \$14.1 million, \$10.4 million, and \$900K (planning).

Note that we've also provided the Mayor of Natchitoches as a reference. You may want to ask him how he experienced our leadership on this application.



City of Natchitoches, Louisiana
2022 RAISE Grant Application

“Natchitoches Safe Streets Revitalization” Project

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Grant Funds, Sources, and Uses of Project Funds	Page 16
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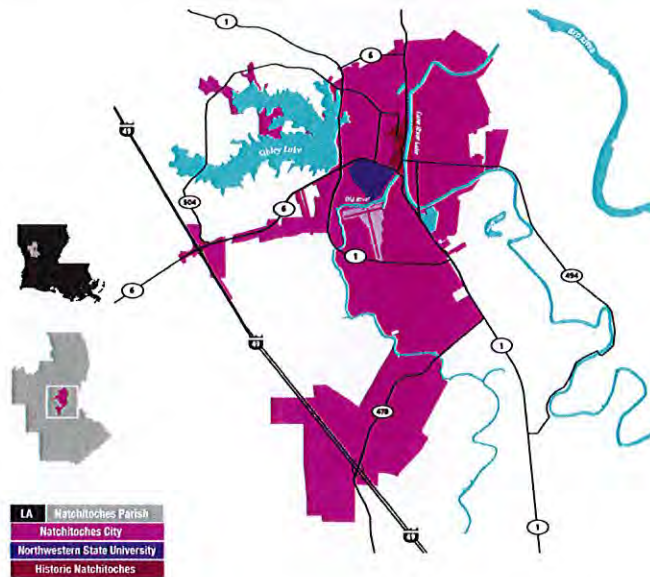
Appendix	Benefit-Cost Analysis
Attachment	Project Information Sheet
Attachment	SF-424C Budget Form
Attachment	Applicant Commitment
Attachment	Letters of Support
Attachment	City of Natchitoches Bike & Pedestrian Master Plan
Attachment	Welch Street Drainage Study

I. Project Description

The City of Natchitoches, Louisiana holds a unique place in America as the oldest permanent settlement located within the Louisiana Purchase. Established in 1714, Natchitoches is a growing community ripe with natural beauty, numerous historic sites, and enormous opportunities to improve the lives of its residents. Leveraging the city's greatest asset – its people – is the City's absolute top priority. Doing so will enable further economic growth, greater opportunities for individuals to succeed, local businesses to thrive, and will ensure all the city's residents have an equal opportunity to live their dreams and build a bright future.

Such an ambitious mission requires collaboration between the public and private sectors, health, education, and social service stakeholders, private businesses, community organizations, nonprofit and faith leaders. City leadership has taken on this effort, both in engaging the community directly, as well as in defining priority projects in conjunction with a wide array of stakeholders and for the benefit of the community at large.

Ensuring equal opportunity, and leveraging the potential of every Natchitoches resident, for the betterment of their and their children's futures, requires equitable access to safe, reliable transportation infrastructure. All residents of Natchitoches must be able to travel to work, health and education providers, commercial and retail centers via an affordable mode of transportation of their choosing. Enabling this access will help unlock the potential of every person, and ensure the city thrives now and into the future. The "Natchitoches Safe Streets Revitalization" Project will serve to accomplish these objectives.



With funding from the Department of Transportation's RAISE Grant program, the City will implement a community-driven project to address access, safety, and quality of life challenges inherent in the current design and condition of transportation infrastructure in and around the Texas Street Business Corridor. Residents living in these neighborhoods and traveling through this area lack equitable access to places of work and future employment opportunities, health and education services, and commercial and retail centers. In addition, the area's economic potential is severely constrained by roads that are in poor condition and limited opportunities to walk or bike safely in, out, and around the community. Funding for the Natchitoches Safe Streets Revitalization Project will address these immediate infrastructure needs and begin to unlock the full potential of these underserved neighborhoods.

The project has not been previously funded by the Department of Transportation through its BUILD or TIGER programs or otherwise. However, the City's 2021 RAISE application was rated as "highly recommended" by DOT reviewers, but not awarded due to limited funding.

The project implements the City of Natchitoches Bicycle & Pedestrian Master Plan, adopted and approved by the City in 2020.

Detailed Statement of Work

Specifically, the project scope includes the rehabilitation and revitalization of the Texas Street Business Corridor from the Highway 1 South Bypass to Washington Street, while improving the conditions of feeder roads and neighborhood streets that enable the safe movement of people and goods throughout the community. Project elements include rehabilitation of roads and drainage facilities, new pavement, new and widened sidewalks, walking paths, marked bike and pedestrian lanes, and other improvements in accordance with ADA requirements.

The project scope for this RAISE grant application includes the full Natchitoches Bike & Pedestrian Plan (attached), as well as rehabilitation of the additional streets listed in the second attachment. A potential addition includes connecting Amulet St. to Lake Street. A Planning grant request is also being considered to study the efficacy of widening Lake St. for safer travel through the community, as well as making various streets one way due to the inability for two cars to safely pass at the same time on many of these streets.

The Detailed Statement of Work for this project includes the following components:

- Task 1:** Construction of Improvements Outlined in Natchitoches Bike/Pedestrian Master Plan. This also includes embankment and drainage for construction of paved shoulders.
- Task 2:** Construction of sidewalks in project target area; those not included in the Bike/Pedestrian Master Plan.
- Task 3:** Installation of advance warning signs at crosswalks.
- Task 4:** Installation of street lighting on Texas Street, MLK Drive, and Amulet Street.
- Task 5:** Resurfacing of streets in project target area.
- Task 6:** Additional drainage improvements from Welch Street to Holmes Street.
- Task 7:** Right-of-Way for construction of sidewalks, paved shoulders, and separated bike lanes.
- Task 8:** Utility relocation for new sidewalks, paved shoulders, bike lanes, and drainage improvements.
- Task 9:** Planning Grant Activities: Construction of New Connector Street to tie Lake Street into Amulet Street.

As shown in below, the project development timeline contemplates a construction period from December 2025 through December 2027.

Natchitoches Safe Streets Revitalization Project "Impact Zones"

In order to maximize the impact of the project and local, state, and federal investments, the city has divided the scope of this project into "Impact Zones." The selection of these zones was initially

contemplated as the Master Plan was created and implementation considerations began, while further designation of the zones was based on discussions with community stakeholders, plans to address access inequities, and opportunities to create new economic opportunity for residents and the city at large.

The project “Impact Zones” also present a project that impacts the most critical areas for the city, including those that are designated as Areas of Persistent Poverty (APP) and Historically Disadvantaged Communities (HDC) The full impact of the Natchitoches Safe Streets Revitalization project offers comprehensive and massive impact on access, safety, quality of life, and economic opportunities over the long-term.

Impact Zone 1: The city’s first priority Impact Zone carries with it high potential impact on historically underserved, minority, and low-income neighborhoods that suffer from a lack of access to health, education, social services, as well as job and economic opportunities. RAISE funds provided by DOT will substantially impact safety, quality of life, and economic competitiveness for residents of the targeted neighborhoods.

Impact Zone 2: The city’s second priority Impact Zone also has enormous potential for increased opportunity for the city’s residents. Designated improvements in Impact Zone 2 will address pockets of poverty while also addressing safety and access limitations for residents traveling from Impact Zone 1 to jobs, public services, and commercial centers located in Impact Zone 2.

Planning Grant Activities

The final component of this grant application is the implementation of planning activities to consider the construction of new connector street to tie Lake Street into Amulet Street. This initiative has been contemplated as a result of ongoing city leadership discussions about how to address congestion, safety, and quality of life concerns associated with Lake Street and other adjacent narrow streets in that area.

Lake Street functions in the City system as a local connector street, providing access between two local arterials, the LA-1 Bypass at its southwestern terminus to Martin Luther King Drive. Along its length, either adjacent to or within close proximity to this street are located a large residential population center, multiple churches, a funeral home, Head Start Center, and other destinations. Thus, Lake Street carries a high volume of mostly passenger vehicles.

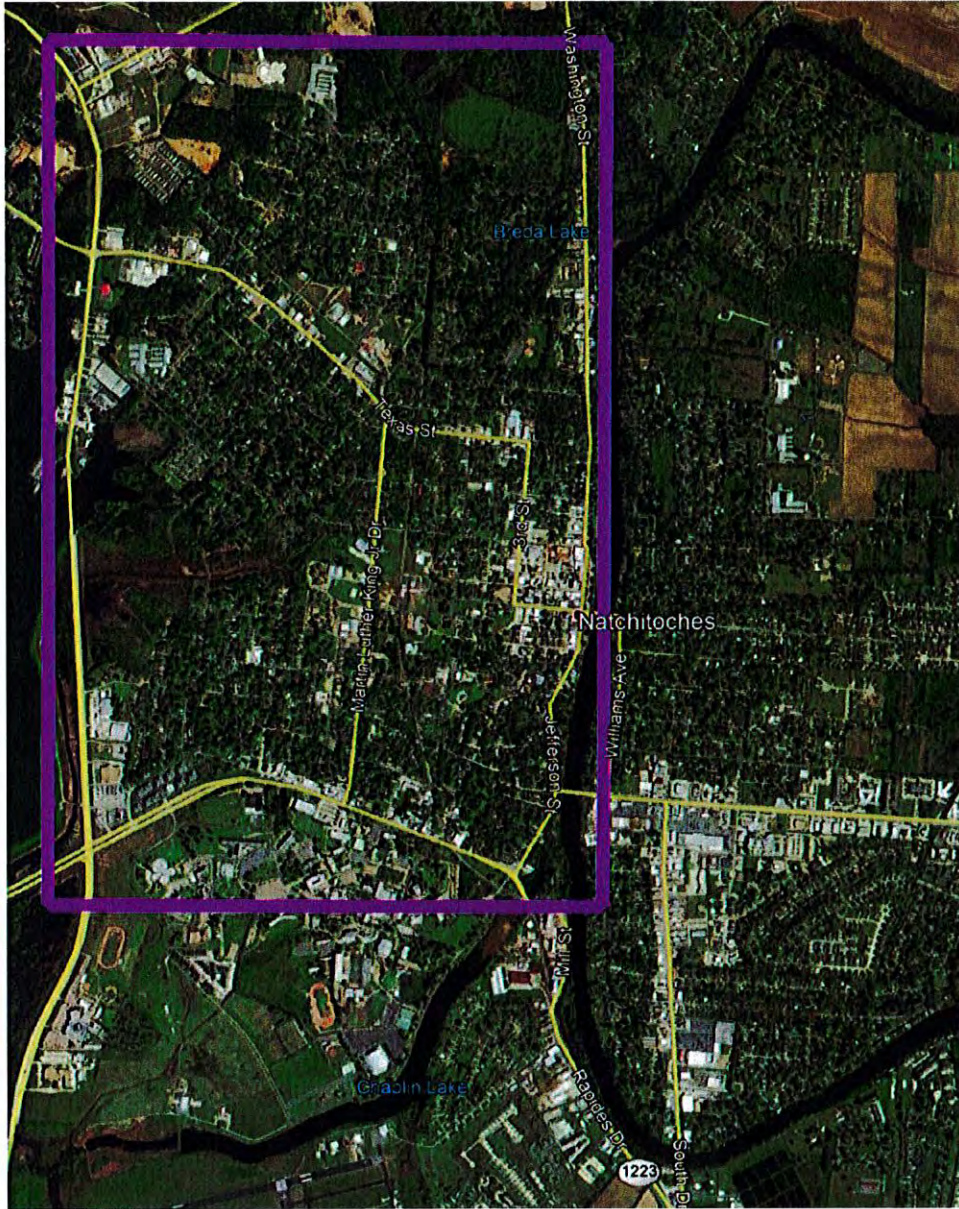
The portion of Lake Street that was reconstructed in the 1990’s as part of the Louisiana Department of Transportation and Development project that four-laned the LA-1 Bypass is a viable two-lane street. This section extends from the Bypass to a point approximately 0.1 mile northeast of this intersection. From that point northeastward to its intersection with Old Robeline Road, however, the 15-foot average width of this street precludes the free flow of two-way traffic. Within a portion of this segment, a concrete sidewalk on the northwest side and a narrow open ditch on the southeast side of the street further constrains two-way traffic. The existing City right-of-way along this entire section of the Lake Street corridor is narrow and thus does not allow for widening of the street, even with the enclosure of the existing open roadside ditches. Purchasing additional right-

of-way in this area for widening of this street, especially if subsurface drainage is constructed, would be cost-prohibitive. Therefore, other alternatives must be explored.

This new connector street would serve the same purpose as extending Amulet Street to tie directly into the LA-1 Bypass but would eliminate the problems inherent in the construction of a new access connection to the Bypass, since the existing median opening and southbound left-turn lane would continue to function as they do at the present time. As part of this estimate, a detailed topographical survey would have to be performed in order to provide data for the design of both the vertical and horizontal alignment, which must meet the current design standards for local streets. The planning grant activities contemplated in this request include the exploration of the various alternatives to address this need. Costs would be incurred primarily to procure the services of a transportation planner.

II. Project Location

The Natchitoches Safe Streets Revitalization Project is located within a defined "Project Boundary" scoped and selected based on critical community needs to address access limitations and increase opportunities in alignment with city, state, and federal priorities. The aerial view of the Project Boundary is shown here, focusing investments in Impact Zone neighborhoods and census tracts north and northwest of the city center that qualify as both economically distressed and an Area of Persistent Poverty (APP) and Historically Disadvantaged Community (HDC).





A closer review of the focused project area above presents the impact of the investment on arterial, collector and local roads, which when taken together represent a comprehensive project designed to impact equity, safety, and quality of life challenges.

As the City has zeroed in on improvements first called out in the Master Plan and those targeted as part of the RAISE application, two “Impact Zones” of investment are targeted. These Impact Zones reflect the City’s prioritization of investment based on safety, quality of life and equity challenges and opportunities. This project presents a clear opportunity to lift a broader community out of poverty by increasing opportunities for economic competitiveness, equitable access to quality education and health care, while creating safe routes to places of worship, recreation, and commercial centers.

Individually, these Impact Zones of investment hone in on point-by-point improvements to streets, sidewalks, and walking paths that guide the City’s plan to meet the needs of its residents. The response to this strategic and tract-by-tract approach has been overwhelmingly positive as residents, community organizations, service providers, and private businesses have expressed their support and strong desire for this project to move forward.

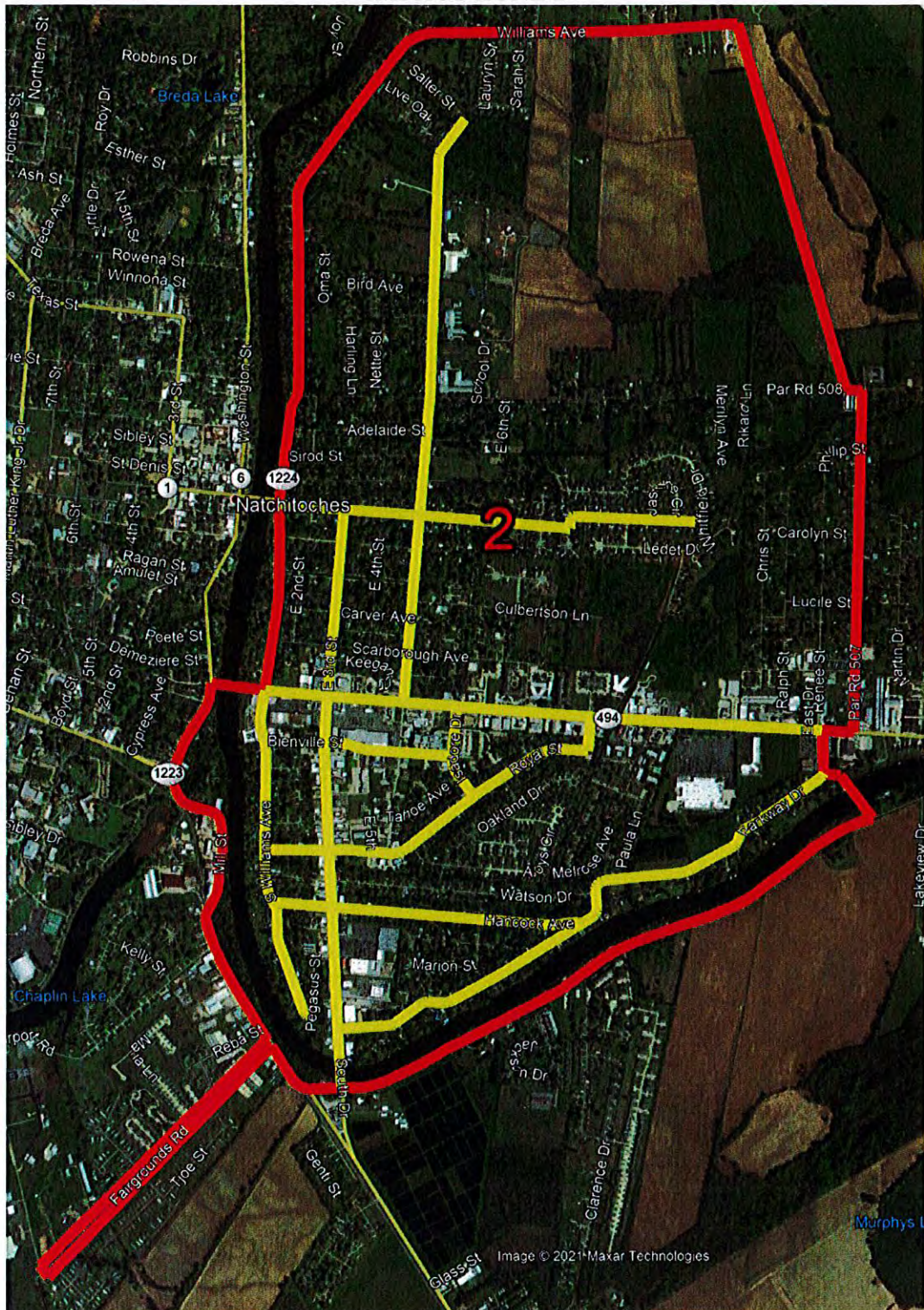
IMPACT ZONE 1A, 1B AND 1C



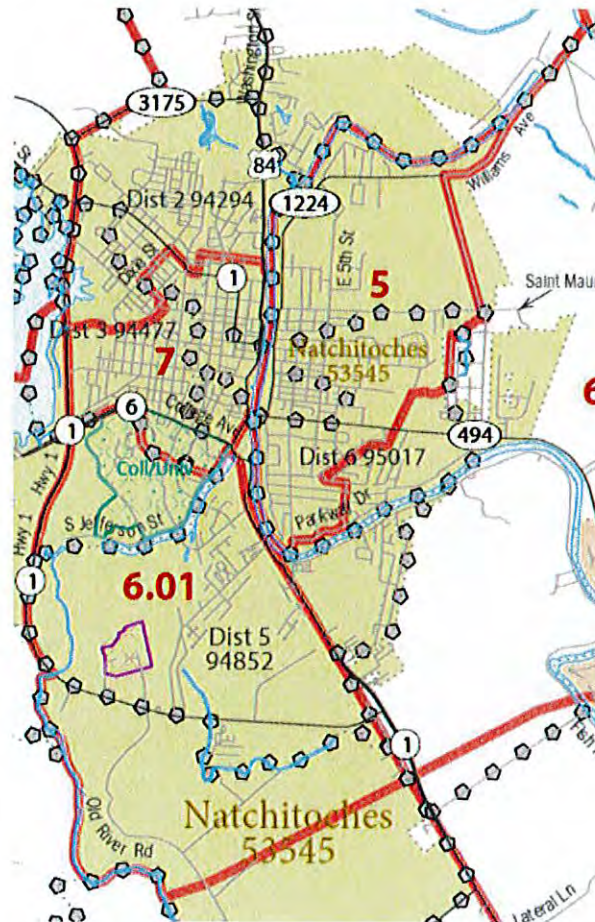




IMPACT ZONE 2



The designated Impact Zones target Areas of Persistent Poverty as defined within the RAISE Grant. Census Tract 5 (22069000500), Census Tract 6 (22069000600), and Census Tract 7 (22069000700) comprise the majority of the Safe Streets Revitalization Project and qualify as Areas of Persistent Poverty (APP) and Historically Disadvantaged Communities (HDC). See Census Tract Map below:



In addition, these Census Tracts collectively suffer from higher-than-average unemployment rates and lower than average median household income levels. These disparities are felt most acutely in Census Tract 6 and Census Tract 7, as compared to state and national averages:

	Census Tract 6 (22069000600)	Census Tract 7 (22069000700)	LOUISIANA	U.S.
Median Household Income	\$ 22,201.00	\$ 15,268.00	\$ 49,469.00	\$ 62,843.00
Unemployment	19.00%	33.14%	6.45%	5.28%
SOURCE: U.S. Census Bureau, 2015-2019 5-Year American Community Survey				

As shown in “Impact Zone” visuals on the previous pages, the project has prioritized streets for improvement according to the Master Plan, as well as those identified in conjunction with city leadership and community stakeholders.

The table below clarifies the streets to be included as part of the project and the specifies the area(s) to be rehabilitated and/or revitalized.

Name	Area Targeted for Rehabilitation
Amulet Street	Julia Street to Prather Street
Anita Street	Pavie Street to Grace Street
Ash Street	Holmes Street to Breda Avenue
Berry Street	Dorothy Street to Dixie Street
Breda Street	Bayou Jacko to Stella Street
College Avenue	Old Robeline to University Parkway
Dorothy Street	Dean Street to Jeansonne Street
Dorothy Street	Hill Street to Grayson Street
Dorothy Street	Grace Street to Texas Street
Fifth Street	Bossier to Amulet
Fourth Street	Texas Street to Rowena Street
Gibson Street	Levy Street to Lake Street
Grace Street	Anita Street to Dixie Street
Greenville Street	Texas Street to Sabine Street
Howell Street	Lake Street to Thomas Street
Koonce Street	Dean Street to Hill Street
Lafayette Street	Third Street to Sixth Street
Levy Street	Howell Street to North Street
MLK Drive	University Parkway to Texas Street
North Fifth Street	Rowena Street to Myrtle Drive
Powell Street	Old Robeline to Amulet
Raphael Street	Theophile Alley to Sawyer Street
Rowena Street	Railroad Crossing to West Fifth Street
Sabine Street	Dorothy Street to Greenville Street
Sanford Street	Lake Street to Amulet Street
Sixth Street	Amulet to Texas Street
St. Denis Street	Fifth Street to Sixth Street
Third Street	Winona Street to Rowena Street
Thomas Street	Sanford Street to Payne Street
Trudeau	5 th Street to MLK
West Fifth Street	Texas Street to Sabine Street
Winona Street	Fourth Street to Fifth Street

In addition to road improvements, the project implements the City of Natchitoches Bicycle & Pedestrian Master Plan. The plan is locally focused and intended to help implement bicycle and pedestrian infrastructure within the City. It seeks to encourage implementation by providing a focused list of local bicycle and pedestrian projects that enhance connectivity and provide routes to important residential, historic, and economic centers. These network improvements are paired with education, encouragement, enforcement, and evaluation programs.

Studies have shown that traditionally underserved, high-poverty populations rely on walking and/or bicycling as a primary means of transportation. These populations may have a greater need for safe facilities for walking and bicycling compared to other groups. Improving the ability of traditionally underserved communities like Natchitoches to travel safely is essential to achieving a sustainable, equitable transportation system that can provide options in how people access jobs, schools, health care services, faith entities, social gatherings, and other destinations. As an area of Persistent Poverty, the City of Natchitoches is located in Northwest Louisiana and is home to 18,323 residents with a racial makeup of 59.2% black, 37.2% white, and 3.6% other races. There are just over 7,000 households, 26.7% have children under the age of 18 and 23.2% are headed by single females. Natchitoches is a rural community with more than one-third (44.6%) of the population living below the poverty line.

It is important to note that low-income, minority, or immigrant individuals are more likely to have jobs that cause them to commute outside of traditional hours, often in the dark. Concerted efforts to improve the ability of the traditionally underserved to travel by walking and bicycling will help reduce transportation-based inequities and the negative outcomes that impact Natchitoches.

As with this RAISE project, the City of Natchitoches has taken a holistic approach to community wellbeing and enhancing quality of life with the Master Plan. This Plan will reinforce these values and support design to serve all users, including children, the elderly, persons with disabilities, and those who prefer use of nonmotorized travel modes for commuting.

For this project and tied to the Master Plan, it is important to understand where “zero vehicle” households are located within the city. As shown below, the highest concentration of those homes fit within the area designed for this project, as do the highest percentages of low-income workers (second map).

MAP: ZERO VEHICLE HOUSEHOLDS % DISTRIBUTION



Source: EPA Smart Location Database, US Census

MAP: LOW-INCOME WORKERS % DISTRIBUTION



According to the Plan, at first glance, the total number of zero vehicle households in Natchitoches may seem insignificant; however, the proportion of population living below or near poverty line is substantial. Comparing the two datasets, a larger number of the population, while struggling with poverty, would inevitably make huge expenses related to driving. For instance, motor-vehicle purchase, fuel, insurance, and maintenance are all added costs for driving to have basic access to work and other essential activities.

One way of making bicycling and walking more desirable is to plan for adequate facilities that provide a safe and comfortable level of service. This will ultimately result in a healthier lifestyle, as well as aid in travel demand management in the transportation network.

III. Grant Funds, Sources, and Uses of Project Funds

The Natchitoches Safe Streets Revitalization Project has been developed as a comprehensive approach to address the economic, quality of life, and safety challenges present in the defined project “Impact Zones.”

Description	Amount
Costs of RAISE 2022 Project	\$17,253,272
Source and Amount of Funds to be Used for Eligible Project Costs	
	DOT RAISE Grant Request
Non-Federal Funding (Match Commitment) / Local Funding	\$0.00
State Funding	\$0.00
Private Funding	Not applicable.
Project Budget Breakdown	
Construction of All Improvements Outlined in Natchitoches Bike/Pedestrian Plan	\$3,592,930
+ Additional for Embankment & Drainage for Shoulder Widening/Paving	\$512,374
Construction of Sidewalks in Project Target Area Not Included in Bike/Ped Plan	\$4,132,150
Additional for Installation of Advance Warning Signs at Crosswalks	\$91,400
Installation of Street Lighting on Texas Street, MLK Drive, and Amulet Street	\$506,750
Resurfacing of Streets in Target Area	\$2,430,277
Additional Drainage Improvements from Welch Street to Holmes Street	\$226,321
TOTAL ESTIMATED CONSTRUCTION COST	\$11,492,202
Right-of-Way for Sidewalks, Paved Shoulders, Sep. Bike Lanes, & Drainage Improvements	\$429,060
Utility Relocation for New Sidewalks, Paved Shoulders, Bike Lanes, & Drainage Improvements	\$524,506
TOTAL ESTIMATED COST FOR RIGHT-OF-WAY AND UTILITY RELOCATION	\$953,566
TOTAL ESTIMATED COST FOR CONSTRUCTION, RIGHT-OF-WAY, AND UTILITIES	\$12,445,768
Engineering [Preconstruction Engineering and Construction Engineering & Inspection] @ 10%	\$1,244,577
LA DOTD Administration @ estimated 3%	\$373,373
SUBTOTAL	\$14,063,718
10% Contingency	\$1,406,372
Inflation Factor Calculated for project implantation years: 5% in 2023; 7% in 2024; 9% in 2025; 10% in 2026; 12% in 2027	\$1,633,182
TOTAL ESTIMATED COST FOR PLANNING GRANT ACTIVITIES	\$150,000
TOTAL ESTIMATED PROJECT COST	\$17,253,272

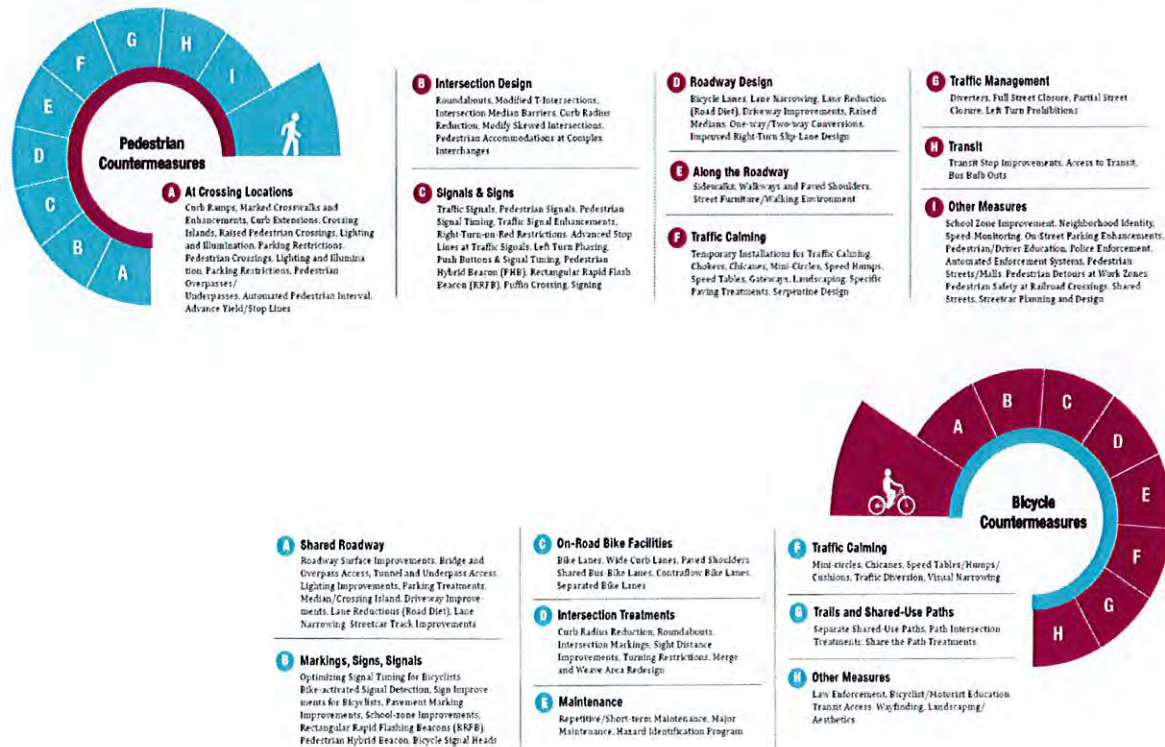
It is important to note that the City is fully committed to and prepared for the significant ongoing maintenance requirements associated with the long-term sustainability of the project. Please see the attached BCA for further definition of the City's anticipated maintenance costs.

IV. Merit Criteria

Safety, Mobility and Community Connectivity

The improvement of safety concerns is a primary driver for the establishment of the Natchitoches Safe Streets Revitalization Project. As contemplated in the Master Plan, safety is one of the highest concerns with a focus on providing safe and convenient transportation choices to all people as one of the criteria for "livable communities." From 2012-2018, 75% of fatal crashes in the City of Natchitoches involved bicycle or pedestrian or both.

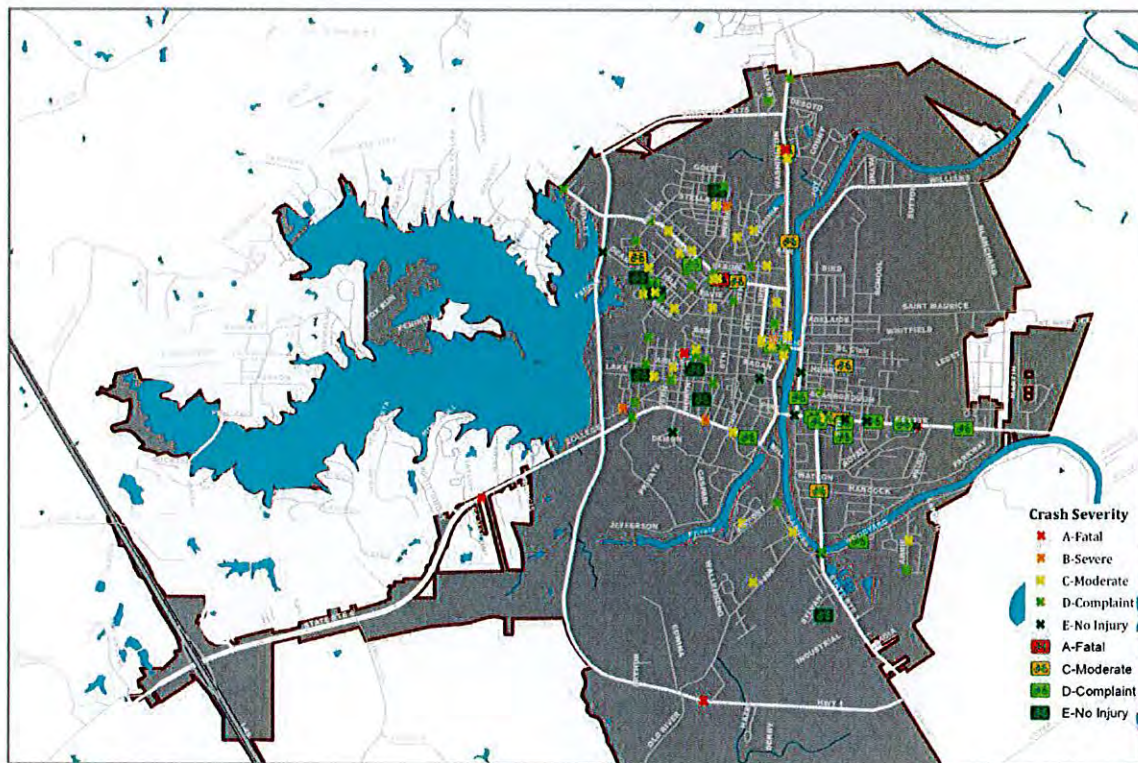
In 2012, FHWA issued an updated "Guidance Memorandum on Promoting the Implementation of Proven Safety Countermeasures", which listed nine proven safety countermeasures to be applied when considering safety improvements. Three of the nine countermeasures are directly related to pedestrian and bicyclists, which are: Medians and Pedestrian Crossing Islands in Urban and Suburban Areas, Pedestrian Hybrid Beacon and "Road Diet". The goal of introducing these countermeasures is straightforward: to reduce bicycle and pedestrian fatalities and serious injuries and implement safety projects to that end. Based on FHWA guidance, activities supported by this project have been designed according to pedestrian safety "countermeasures" as shown in the below graphic:



According to the map below, several hotspots in the city have been identified using GIS tools, almost all of which fall within the defined project boundaries and/or are impacted by proposed project activities. These hotspots for bicyclists and pedestrian safety concerns include:

Bicycle Crashes	Pedestrian Crashes
Washington Avenue at Highland Park Drive	Second Street at Church Street
Texas Street at Berry Avenue	Keyser Avenue at East Fifth Street
Posey Street at Jeansonne Street	LA Hwy. 1 Bypass at LA Hwy. 6
Keyser Avenue at East Sixth Street	Washington Street at Flora Street
Texas Street at Sixth Street	Keyser Avenue at North Melrose Avenue
University Parkway at Cypress Street	University Parkway at Chester Lane

MAP: PEDESTRIAN & BICYCLE CRASH DISTRIBUTION



**Map 3-5
Pedestrian & Bicycle
Crash Distribution**

Disclaimer: This document and the information contained herein is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads which may be implemented utilizing federal and highway funds and is therefore exempt from discovery or admissibility into evidence pursuant to 23 U.S.C. 409.



Note:
The map showcases both pedestrian & bicycle crashes from 2012 - 2018 within City of Natchitoches.

In addition to the safety considerations associated with the bike and pedestrian plan, and data shown above, the City has considered pedestrian-vehicular crash data from 2012-2018 when designing this project and determining project components. Severity of incidents was considered

in selecting components for the RAISE grant application, as locations were graded from an “A” to an “E,” for consideration in this project.

Pedestrian Safety

As shown in the Benefit-Cost Analysis, the positive impact of pedestrian-related components of this project is substantial. The installation of sidewalks across the full Safe Streets Revitalization Project (Impact Zones 1 and 2) results in a Crash Reduction Factor (CRF) of 0.88, presenting an anticipated annual value of \$392,872. Additionally, the construction of paved shoulder offers a CRF of 0.71, resulting in anticipated annual value of \$2,603,575 for reduction in crashes.

The city assesses that the installation of high-visibility crosswalk markings will result in a CRF of 0.48 and an anticipated annual value of \$1,009,003 from the reduction in crashes due to this project component. The inclusion of advance yield and stop signs are anticipated to result in \$525,522 in annual value from a reduction in crashes. The installation of additional safety measures – pedestrian signals, overhead lighting, and rectangular rapid flashing beacons – result in lower anticipated annual values but positive impacts, nonetheless. **Taken together, the total anticipated annual value for reduction in pedestrian crashes resulting from the implementation of all planned project activities is \$3,841,386.**

Bicycle Safety

As shown in the Benefit-Cost Analysis, the implementation of bicycle safety components for this project will also result in significant positive outcomes for the city. The installation of separated bike lanes will provide an anticipated annual value of \$54,288 from reductions in crashes, while the installation of overhead lighting offers a CRF of 0.23 and an anticipated annual value of \$300,405 from reduction in crashes. **The anticipated annual value for reduction in bicycle crashes resulting from these activities totals \$354,693.**

Finally, it is important to note that the Planning Grant activities associated with the construction of the new connector street to tie Lake Street into Amulet Street will address historical congestion and safety issues associated with one of the city’s most narrow and congested areas.

State of Good Repair

As first contemplated in the Master Plan, improvements targeted in this grant application serve to address sidewalk, street, and bicycle path construction needs that have historically limited in the targeted Impact Zones. Resulting from a variety of factors, including limited available funding, these overdue maintenance issues have resulted in deteriorated streets and sidewalks that negatively impact safety, access to services, and overall quality of life.

As described within the Innovation section below, the implementation of innovative preventative maintenance measures will also serve to extend the useful life of project components.

Economic Competitiveness and Opportunity

As previously described, the current conditions of streets and sidewalks in the designated Impact Zones greatly limits the economic competitiveness of targeted neighborhoods, individuals, and the City of Natchitoches as a whole. The project serves to target investments in the areas of persistent

poverty, those suffering from the greatest need and access inequities, and those with high potential for economic growth.

Historically economically vibrant neighborhoods have deteriorated over the last two decades, but they hold substantial opportunities for growth. The city's prioritization of infrastructure improvements first considered in the Master Plan and now strategically focused in the Impact Zones present a cohesive plan to address economic competitiveness at the individual, neighborhood, and community level. The proposed scope of work included in this RAISE Grant application will focus investment on sidewalk, street, and system-wide improvements that impact the ability of low-income, minority residents to access education and workforce services to which access has been historically limited. In addition, the cohesiveness of the proposed project shows that investments made in both Impact Zones 1 and 2 presents a system-wide improvement that increases access for these same residents to travel safely and efficiently to work, commercial, and retail centers throughout the city. This comprehensive approach has the potential to increase economic opportunities for everyone, including businesses, neighborhoods, and the city as a whole.

Quality of Life and Environmental Sustainability

The City of Natchitoches is taking a holistic approach to community well-being and enhancing quality of life. The Plan reinforces these values and supports design to serve all users, including children, the elderly, persons with disabilities, and those who prefer use of non-motorized travel modes for commuting. The investment in a sidewalk and bicycle network will produce long-term results as we plan for an expanded network that allow us to connect neighborhoods, parks, shopping centers, schools, employment centers, levee trails, and local destinations. This project will yield a greater number and broader range of pedestrian and bicycle facility choices for users of all abilities and comfort levels.

The attached Benefit Cost Analysis information and data describes a massive impact on the quality of life of all Natchitoches residents. **The anticipated annual value from pedestrian and bicycle crash reductions resulting from these project improvements totals \$4,196,349.** However, further review of the data indicates significant improvements to quality of life in the targeted Impact Zones. While this is initially described in the safety section above, the impact also speaks to the improved safe access to critical services for residents living in and commuting to/from Impact Zones 1 and 2. This includes access to quality, affordable health care services, the ability for students and families to travel to and from school (elementary and secondary), and improved access to public and private social services. The city has also prioritized zones based on opportunities to raise individuals out of poverty by providing access to employment opportunities located within and outside their neighborhoods.

By increasing access to safe pedestrian and bicycle routes, the project seeks to reduce emissions and congestion throughout the city. As further described in the BCA, the reduction in emissions will have a positive impact on the environment and support broader climate change priorities. This increased *commuting benefit is realized at a \$214,021 annual benefit amount*, while recreational benefits contributing to positive climate change impacts are shown at *\$770,735 in annual benefits*. Notably, the project has a *\$1,667,046 annual benefit value associated with health and mortality reductions*, partially as a result of improve environmental conditions.

Partnerships and Collaboration

As described throughout this application, the entire City and a comprehensive array of stakeholders have been consulted in the design of this project. In fact, consultations with residents, community organizations, and stakeholder groups have continued into the spring of 2022, with ongoing townhall meetings focused on the project. The public meetings have furthered individual conversations and planning with groups and support the City's effort to address equity, quality of life, safety, and access to health, education and other services for underserved neighborhoods and residents. Public discussions are ongoing within the Mayor's already established approach to communicate with the community on major projects and to solicit feedback and input.

A combined file of support letters from community organizations, businesses, service providers, and local elected officials is attached to this narrative, but described in the table below.

PROJECT SUPPORTER	DESCRIPTION
Community Organizations	
Abundant Life Church	Community Faith-Based Organization
Boys & Girls Club of Acadiana	Community Service Organization
Cane River National Heritage Area	Cultural Organization
Concerned Citizens Association of Natchitoches	Community (Neighborhood) Organization
First Baptist Church (2021 letter attached)	Community Faith-Based Organization
Living Word Ministries	Community Faith-Based Organization
Service Providers	
Ben Johnson Educational Center	At-Risk Youth Services
Central Louisiana Technical Community College (2021 letter attached)	Education and Workforce Services
Louisiana School for Math, Science, and the Arts (2021 letter attached)	Education Provider
Natchitoches Parish School Board (2021 letter attached)	Education Provider
Natchitoches Regional Medical Center	Healthcare Provider
Northwestern State University	Education Provider
Public Entities	
Cane River Creole National Historic Park	Department of the Interior-National Park Service
City of Natchitoches	Local Government (applicant)
Natchitoches Convention and Visitors Bureau	Public Economic Development Organization
Natchitoches Economic Development Alliance (2021 letter attached)	Local Economic Development Organization
Natchitoches Historic District Commission	Public Cultural Development Organization
State of Louisiana Department of Transportation and Development	State-wide Public Transportation Organization
The Coordinating & Development Corporation	Regional Community Development Organization
Private Businesses	
BOM Bank	Private Business

Exchange Bank & Trust Company	Private Business
Moffett Oil Company	Private Business
Sabine State Bank & Trust (<i>2021 letter attached</i>)	<i>Private Business</i>
Sharpco Hotels Group	Private Business
Elected Officials	
City Councilwoman Rosemary Elie	Local Elected Official
City Councilman C. Edward Harrington	Local Elected Official
City Councilman Dale Nielsen	Local Elected Official
City Councilman Christopher Petite	Local Elected Official
City Councilwoman-at-Large Betty Sawyer Smith	Local Elected Official
State Representative LTC Kenny Cox	Local Elected Official
State Senator Louie Bernard	Local Elected Official
State Senator Jay Luneau	Local Elected Official
US Representative Troy Carter	Local Elected Official (Federal)
US Representative Mike Johnson	Local Elected Official (Federal)
US Senator Bill Cassidy (<i>under separate cover</i>)	State-wide Elected Official (Federal)
US Senator John Kennedy (<i>under separate cover</i>)	State-wide Elected Official (Federal)
Governor John Bel Edwards	State-wide Elected Official

As the table and attachment indicates, the breadth of support for this project is comprehensive – and massive. This underscores both the critical needs of the community as well as the substantial opportunity to lift neighborhoods out of poverty by providing safe, reliable, and efficient access to multiple modes of transportation to employment, education, health, and other services.

From the beginning, the city’s approach to this project has centered on clear communication with impacted neighborhoods, residents, and stakeholders. This direct engagement has informed project design and activities, the designation of the Impact Zones, and specific interactions with community members up to and including public meetings held as recently as Feb. 9, 2022. The response to this strategic and genuine community engagement approach has been overwhelmingly positive, as evidenced by the broad array of supporters listed above and from which the City has attached letters of support.

The community engagement strategy has focused on ensuring all residents, businesses, community organizations, and other stakeholders are aware of the project and potential impact, including via online resources available at <https://www.natchitochesla.gov/content/natchitoches-safe-streets-revitalization-project>.

This online resource has been continually updated with project information, news releases, public meeting presentations and related documents and photos. The online resources will grow to include application materials, supporting documentation, engineering and budget information, construction timeline, and more.



The city's project website will include the following grant application documents for the public and interested parties to view:

Project Narrative	https://www.natchitochesla.gov/content/project-narrative
Partners and Letters of Support	https://www.natchitochesla.gov/content/partners-and-letters-support
Project Maps and Engineering Documents	https://www.natchitochesla.gov/content/project-maps-and-engineering-documents
Benefit Cost Analysis for Full and Scaled Project	https://www.natchitochesla.gov/content/benefit-cost-analysis-full-and-scaled-project
Project Schedule	https://www.natchitochesla.gov/content/project-schedule
City of Natchitoches Bike & Pedestrian Master Plan	https://drive.google.com/file/d/1f-sNFoTxHVsd1jJqt8DBS_vBx-MjeuHv/view
Contact Information	https://www.natchitochesla.gov/content/natchitoches-safe-streets-revitalization-project

Innovation

The Safe Streets Revitalization project will implement components of the FHWA's "Every Day Counts" model that "identifies and rapidly deploys proven, yet underutilized innovations to shorten the project delivery process, enhance roadway safety, reduce traffic congestion, or integrate automation." These innovations "... facilitate greater efficiency at the State and local levels, saving time, money, and resources that can be used to deliver more projects," thus ensuring that our roads "... are built better, faster, and smarter." The city has worked over the past year to identify this innovative model to ensure project delivery addresses key priorities of the RAISE grant program and that will result in even greater impact for its residents.

Since its inception in 2011, EDC has promoted over 50 innovative practices relative to the design, delivery, construction, and operational phases of highway projects, of which the following EDC initiatives have been identified as having the potential for incorporation into the Natchitoches Safe Streets Revitalization Project.

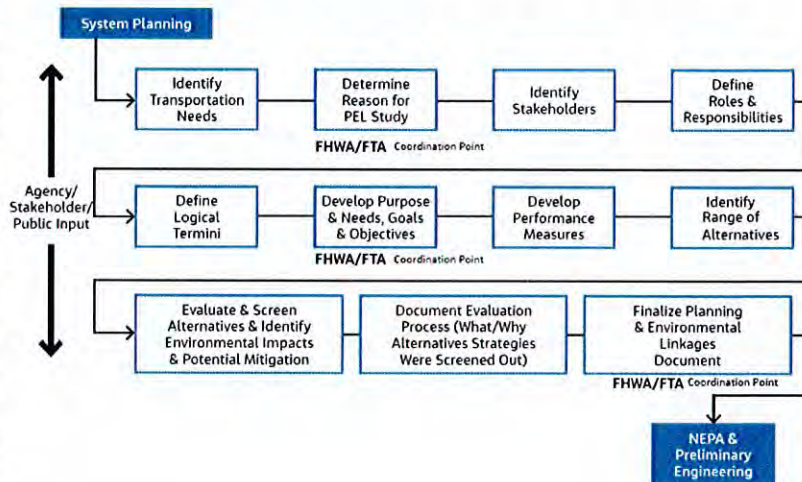
The project will incorporate the following specific practices (note that the actual implementation of the proposed project delivery innovations will depend on approval of Louisiana Division of Federal Highway Administration):

- **Construction Manager/General Contractor:** This is an alternative contracting method that potentially could be incorporated to accelerate project delivery and reduce costs and risks for the City of Natchitoches, particularly since there are multiple components to the project scope

that require varied areas of expertise, in terms of both the design and construction of the planned improvements [street rehabilitation, drainage improvements, construction of pedestrian and bicycle facilities, installation of street lighting, etc.]. Thus, this alternative contracting method may be preferable to the traditional delivery method, as the design of one portion of the project could be immediately followed by construction of that portion, concurrent with the design of the next portion of the project, etc., under the leadership of a CM/GC team.

- **Flexibilities in Right-of-Way:** Since additional rights-of-way must be acquired for the construction of several different project components, most of which involve small tracts, this innovation could expedite the acquisition process by allowing for appraisal waiver valuations within a defined threshold, partial or conditional ROW certifications, and appraisal and negotiations by the same individual.
- **Flexibilities in Utility Accommodation and Relocation:** Since several of the streets on which improvements are planned as part of this project are part of the State highway system, it may be possible to utilize Master

Agreements that the Louisiana Department of Transportation and Development already has in place with the various utility owners affected by the project. These Master Agreements can possibly be expanded to include the streets that are not part of the State highway system on which improvements are planned as part of this project.



- **Planning and Environmental Linkages:** The extensive efforts by the City of Natchitoches in the planning phase of this project to solicit and obtain feedback from the community relative to the project goals of stimulating economic development and improving safety and quality of life should help to streamline the public involvement aspect of the Environmental Clearance phase of this project. (See graphic above)
- **Programmatic Agreements:** It is anticipated that the planned scope of work for this project is largely covered by existing Programmatic Agreements, which also will help to streamline the Environmental Clearance phase.
- **Safety Edges:** Although the safety benefits of incorporating Safety Edges on pavements has been demonstrated mainly on rural roads where travel speeds are higher, the plans and specifications for this project will include requirements for constructing new asphalt pavements with Safety Edges, to eliminate the potential for loss of control that can result when vehicles leave the travel-way and encounter vertical drop-offs at the pavement edge.
- **Warm Mix Asphalt:** Consideration will be given to the incorporation of WMA specifications for construction of the new asphalt pavements on this project, not only for improving pavement

performance, but also for improving working conditions by reducing exposure to fuel emissions, fumes, and odors, both at the asphalt plant and on the various construction sites, many of which are located in residential areas.

- **High Friction Surface Treatments:** A number of highly traveled streets identified for planned improvement under this project contain intersections where HFST can be applied in order to improve the frictional characteristics of the pavement, making braking more effective and thus improving safety to road users and pedestrians.
- **Intelligent Compaction:** Consideration will be given to incorporating into the project specifications a requirement that Intelligent Compaction equipment be used for construction of the new asphalt pavements on this project, which could result in enhanced pavement quality, uniformity of pavement density, and longer-lasting performance.
- **Locally Administered Federal-Aid Projects:** The City Engineer has been certified by the Louisiana Department of Transportation and Development to manage all phases of Federal Aid projects.
- **Data-Driven Safety Analysis:** A data-driven approach was utilized in the development of the *Natchitoches Pedestrian and Bicycle Master Plan*, as crash data was analyzed to identify system-wide safety issues so that appropriate countermeasures could be selected for implementation. This crash data was also analyzed and utilized in the identification of bicycle and pedestrian safety issues and in the selection of countermeasures in project target areas that were not included in the Master Plan. In addition, the crash data was also utilized to calculate anticipated project benefits, as part of the Benefit-Cost Analysis
- **e-Construction:** The Construction Engineering and Inspection firm selected for this project will be required to utilize electronic document management for field inspection and data collection and all other aspects of the CE&I work.
- **Improving Collaboration and Quality Environmental Documentation:** Because the potential environmental impacts of the planned improvements are considered minimal, it is anticipated that a simplified document can be prepared that expedites the NEPA process while at the same time meeting legal requirements. It is also anticipated that enhanced collaboration can reduce the time needed for the environmental review process by use of tools that allow for concurrent interagency reviews.
- **Collaborative Hydraulics – Advancing to the Next Generation of Engineering (CHANGE):** This concept can possibly be utilized in the hydraulic design for the new drainage structures to be constructed as part of this project, thus eliminating or reducing the potential for overly conservative, inadequate, or inaccurate designs and resulting in the design of safer, more cost-effective, and more resilient drainage structures.
- **Community Connections:** These strategies will be considered during the planning, design, and construction phases of the project to ensure that all users have access to a safe, reliable, affordable, and multimodal transportation network that supports community development and revitalization.
- **Pavement Preservation:** Upon completion of the project, the newly-constructed pavements will be monitored in order to determine the right time to apply pavement preservation treatments that will extend their service life and delay the need for more extensive rehabilitation. The cost of these treatments has been included in the Life-Cycle Cost Analysis that is part of the Benefit-Cost Analysis included in the application.
- **Safe Transportation for Every Pedestrian:** The scope of the planned work includes the construction of countermeasures that have known safety benefits for reducing pedestrian

crashes, including the following – 1) Enhanced signing and crosswalk markings; 2) Pedestrian refuge islands, where appropriate; and 3) Rectangular rapid flashing beacons, including pedestrian-activated stop control.

- **Advanced Geotechnical Exploration Methods:** This initiative will be considered during the design phase, with the potential for generating more accurate geotechnical characterizations of existing subsurface site conditions that reduce the risks associated with having limited subsurface data.
- **Unmanned Aerial Systems:** There is a potential for the use of these systems in the survey, design, and construction phases of this project, with corresponding benefits relative to expediting the collection of data needed for better-informed decisions throughout the project development process.
- **Value Capture – Capitalizing on the Value Created by Transportation:** In addition to improving mobility and safety to all road users within the project target area, one of the main goals of this project is to stimulate economic development opportunities. It also is recognized that adjacent property owners will benefit through increased land values, from which the City of Natchitoches may be able to benefit through the implementation of value capture techniques that can be utilized to build, maintain, or reinvest in the local transportation system.
- **Virtual Public Involvement:** With the recent resurgence of Covid-19 and its variants, it is anticipated that virtual means, including telephone town halls and other online meetings may be necessary for engaging the public as this project moves from the planning to the design phase.
- **e-Tickets and Digital As-Builts:** The Construction Engineering and Inspection firm selected for this project will be required to utilize electronic haul tickets and digital as-builts for documentation of the completed construction work.
- **Strategic Workforce Development:** The project specifications will include language encouraging the construction contractor to utilize the resources and innovative strategies developed by the Highway Construction Workforce Partnership for identifying, training, and placing qualified individuals in the workforce.
- **Targeted Overlay Pavement Solutions:** Locations have been identified within the project area, including streets adjacent to schools with a high volume of bus traffic, where targeted overlay solutions can be incorporated in order to lessen traffic impacts, improve pavement performance, and reduce future maintenance costs to the City of Natchitoches.

As with many cities having similar size and budget realities as Natchitoches, the consideration of “innovative” activities and technologies within a project of this magnitude must be prioritized based on community and resident needs. With that in mind, the City is proposing project design and activities, as well as technology upgrades that are unique and/or uncommon to similar cities and even within the state of Louisiana. These “innovative” approaches are, at the very least, innovative to the City and have the potential to increase the positive benefit and impact on residents, neighborhoods, and local businesses.



The City has previously implemented a crosswalk project at University Parkway, situated on the campus of Northwestern State University, with a raised concrete refuge island in the center of the roadway and rectangular rapid-flashing beacons that was the first of its kind for a city of Natchitoches' size in the state of Louisiana. The project has been a success and similar activities are planned within the Safe Streets Revitalization Project.



The City also proposes to implement innovative technology upgrades across project components, including LED lighting, throughout the project components for overhead lighting, and solar powered advance signing at all crosswalks. The picture at left shows the crosswalk at MLK Drive that would be improved in such a way.

Finally, innovative preventative maintenance strategies that will serve to extend the useful life of the project components, will be implemented, including asphalt surface treatments that utilize specially formulated polymer materials that maximize the performance and longevity of these treatments.

V. Environmental Risk

The table shown below outlines the project schedule, required approvals and permits. The timeline also accounts for NEPA environmental clearance.

Project Activity	Anticipated Start	Anticipated Completion
Funding Approval		8/12/2022
Execute Project Agreement with FHWA	8/13/2022	11/13/2022
Procure Engineering Design Firm	11/14/2022	2/28/2023
Survey, Design, & Plan Development		
Planning Grant Activities <i>(will be run concurrently to maximize efficiency with the procurement and implementation processes)</i>	3/1/2023	2/28/2024
Add Project to Statewide Transportation Improvement Plan *	11/14/2022	2/28/2023
NEPA Environmental Clearance *	4/1/2023	1/31/2024
Obtain Regulatory Permits *	4/1/2023	12/31/2023
Approval of Final Plans, Specs, and Cost Estimate / Obligation of Federal Funds	3/1/2024	5/31/2024
Right-of-Way Appraisal & Acquisition [including review by LA DOTD & FHWA]	6/1/2024	5/31/2025
Preparation for Letting	6/1/2025	6/30/2025
Bid Advertisement	7/1/2025	7/31/2025

Bid Review / Contract Award & Execution / Schedule Pre-Construction Conference	8/1/2025	11/30/2025
Utility Relocation *	12/1/2025	5/31/2025
Construction	12/1/2025	12/31/2027

*[NOTE: The * denoted activities are concurrent with other project activities.]*

As shown above and in the project timeline, the city will comply with and is planning for all required environmental permits and reviews. DOTD and FHWA approvals will be required at 30%, 60%, and 90% plan completion. Recommend adding the following: In addition, a Project Permit must be obtained from DOTD for all planned work located within the rights-of-way of routes that are part of the State highway system. Such permits are generally approved at the DOTD District level within 30 days of submittal. NEPA requirements will be met in consultation with local DOTD and FHWA officials. Recommend adding “Based on the planned scope of work, it is anticipated that the project can be environmentally cleared as a Categorical Exclusion.”

As stated previously, the City’s commitment to public engagement is well-established and evidenced by the widespread support for the project. Certainly, NEPA-required public engagement will occur as project implementation moves forward. However, additional community engagement is a critical component of the City’s strategy for this project – continuing to update residents, neighborhood groups, community organizations, local businesses, and other stakeholders as the project moves toward and through implementation and construction activities commence. As with community discussions thus far, future engagement is considered a two-way street – residents will have the opportunity to inform plans and decision-making as the project moves forward.

VI. Benefit-Cost Analysis Summary

The BCA ratio for the *Natchitoches Safe Streets Revitalization Project* is **5.41**, as shown in the corresponding Benefit-Cost Analysis Tables and Figures. The breakdown of savings and values resulting from the project is as follows:

Type of Benefit	BCA Reference	Annual Benefit Amount
Safety (Pedestrian)	Part 1A	\$3,841,386
Safety (Bicycle)	Part 1B	\$354,693
Commuting	Part 2A	\$214,021
Utilitarian Trips	Part 2B	\$63,586
Recreational	Part 2C	\$770,735
Health & Mortality Reduction	Part 2D	\$1,667,046
Revealed Preference Value	Part 2E	\$479,888
Street Maintenance Cost Savings	Part 3	\$78,786*
Vehicle Maintenance Cost Savings	Part 4	\$376,855
Drainage Improvements	Part 5	\$464,000
TOTAL ANNUAL PROJECT BENEFITS = \$8,310,996*		

**Note: The figure shown is the benefit calculated for CY 2028. The Street Maintenance Cost Savings figure increases annually until CY 2032, at which time it is assumed this benefit will cease. See explanation in BCA Part 3.*

The following is a tabulation of the total project benefit for each year from 2029 to 2032:

Year	Total Annual Benefit
2029	\$8,316,440
2030	\$8,322,230
2031	\$8,328,389
2032 & Subsequent Years	\$8,332,327

Taken in total, the Safe Streets Revitalization Project **yields an overall benefit of \$8,310,996**. The attached Appendix: Benefit-Cost Analysis describes the methodology behind the analysis, as well as data, figures, and tables supporting the ratios and values presented above.

###

FY 2022 RAISE Project Information Form - All Fields Required
****DO NOT CHANGE FILE NAME, COPY/PASTE, OR PDF THIS DOCUMENT**
WHEN SUBMITTING TO AVOID PROCESSING ERRORS**



Field Name	Response	Instructions
Project Name	Natchitoches Safe Streets Revitalization Project	Enter a concise , descriptive title for the project. This should be the same title used in the Grants.gov SF-424 submission and the application narrative.
Project Description	The project scope includes the rehabilitation and revitalization of the Texas Street Business Corridor from the Highway 1 South Bypass to Washington Street, while improving the conditions of feeder roads to enable the safe movement of people and goods throughout the community. Project includes rehabilitation of roads and drainage facilities, new pavement, new and widened sidewalks, walking paths, marked bike and pedestrian lanes, and other improvements. A planning grant is included to study the efficacy of widening Lake Street for safer travel	Describe the project in plain English terms, using no more than 100 words . For example, "The project will fund construction activities for streetcar service from location X to location Y" or "the RAISE grant will replace the existing bridge over the W river on Interstate-X between the cities of Y and Z." Please do not describe the project's benefits, background, or alignment with the selection criteria in this description field.
Urban/Rural	Rural	Identify whether the project is located in a rural or urban area , using the drop-down menu. For RAISE 2022, a project is designated as urban if it is located within (or on the boundary of) a Census-designated urbanized area that had a population greater than 200,000 in the 2010 Census. If a project is located outside a Census-designated urbanized area with a population greater than 200,000, it is designated as a rural project.
Urbanized Area		If you have identified the project as "urban," please select the associated 2010 Census-designated urbanized area (UA) from the drop-down. If you identified the project as "rural" but it is located in an UA with a population under 200,000, please select the UA from the drop-down. If you have identified the project as "rural" and it is located outside an urbanized area, please select "Not located in an urbanized area" from the drop-down.
Capital or Planning	Capital	Identify the project as capital or planning . The " capital " designation is for projects that requesting funding for the construction of surface transportation capital infrastructure. The " planning " designation is for projects that are requesting funding primarily for planning, preparation, or design of eligible surface transportation capital projects.
Amount Requested	\$17,253,252	Enter the total amount of RAISE funds requested for this project in this application. <i>[See Section B.2 for minimum and maximum award size]</i>
Project Location County	LA - Natchitoches Parish	Identify the county where the project is located in using the drop-down. If the project is located in more than one county, please identify the county in which the majority of the project is located.
Additional Project Counties	None	Identify additional counties separated by a comma . For instance, if the project additionally runs through Middlesex County and Suffolk County, please enter 'Middlesex County, Suffolk County' in the cell.

FY 2022 RAISE Project Information Form - All Fields Required
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WHEN SUBMITTING TO AVOID PROCESSING ERRORS**



Field Name	Response	Instructions
Project Location Census Tract	22069000500	Identify the census tract number of the project. Please visit USDOT's RAISE webpage to review a full list of census tracts by state and county or refer to the Census Bureau's TIGER Web map to identify. For example, if the most central tract is Census Tract 93.30, please enter '93.30' into the cell. The last zero may be missing from your response (e.g., 93.30 may display as 93.3). If the project is located in more than one census tract please identify the census tract in which the majority of the project is located.
Other Project Census Tracts	22069000600, 22069000700	Identify other census tracts in which the project is located, separated by a comma. For example, if the project is located in Census Tract 93.31, Census Tract 93.32, and Census Tract 94.03, please enter '93.31, 93.32, 94.03' into the cell.
Project Located in an Area of Persistent Poverty?	Yes - it is located in a census tract that meets the definition	Identify if the project is located in an area of persistent poverty based on the criteria outlined in the NOFO. The list of counties and census tracts that meet this definition can be found on USDOT's RAISE webpage.
Project Located in a Historically Disadvantaged Community?	Yes	Identify if the project is located in a Historically Disadvantaged Community based on the information outlined in the NOFO. The list of census tracts that meet this definition can be found on USDOT's RAISE website.
Project Location Zip Code	71457	Identify the 5-digit zip code of the project location. If the project is located in more than one zip codes, please identify the zip code in which the majority of the project is located.
Project Location Latitude	31.73178	Please provide the project's latitude coordinates. For projects that are not located at a single set of coordinates, please provide a centralized set of coordinates. Please use the US Census Bureau's Geocoder Tool to identify the project's coordinates.
Project Location Longitude	93.09783	Please provide the project's longitude coordinates. For projects that are not located at a single set of coordinates, please provide a centralized set of coordinates. Please use the US Census Bureau's Geocoder Tool to identify the project's coordinates.
Project Located in a Federally-Designated Community Zone?	Opportunity Zones	Identify if the project is located in one of four Federally designated community development zones (Opportunity Zones, Empowerment Zones, Promise Zones, or Choice Neighborhoods) If yes, please describe which of the four Federally designated community development zones in which your project is located.
Project Type	Road - Repair/Rehabilitation	Identify the Primary and Secondary project type combination that most closely aligns with your project from the choices in the drop-down menu. See the "Project Types" tab in this file for further information and project type definitions.
US DOT FY22 Discretionary Application?	None	If the applicant intends to submit this project to another FY 2022 USDOT discretionary grant program, please list the name of the program(s).

FY 2022 RAISE Project Information Form - All Fields Required
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Field Name	Response	Instructions
Other Federal Agency Assistance?	None	If this project has applied for another Federal (non-USDOT) financial assistance or capacity-building program, please list the name of the program(s).
Total Project Cost	\$17,253,272	Enter the total cost of the project . This should equal the sum of Total Federal Funding and Total Non-Federal Funding. <i>This value may not be less than the amount requested.</i>
Total Federal Funding	\$17,253,272	Enter the amount of funds committed to the project from ALL Federal sources including the proposed RAISE amount . <i>This value may not be less than the amount requested.</i> For RAISE projects designated as urban, Federal funding cannot exceed 80% of total project cost unless the project is located in a rural area, historically disadvantaged community, or an area of persistent poverty as defined in the RAISE NOFO.
Total Non-Federal Funding	\$0	Enter the amount of funds committed to the project from non-Federal sources . For RAISE projects designated as urban, the total non-Federal funding amount must be greater than or equal to 20% of the project cost unless the project is located in a rural area, a historically disadvantaged community, or an area of persistent poverty as defined in the RAISE NOFO.
Tribal Government?	No	Select "Yes" from the drop-down menu if the applicant is a Federally recognized tribal government .
Tribal Benefits?	N/A	If the applicant is not a Federally recognized tribal government , is the project located on tribal land? And if not, does it have direct tribal benefits? Answer using the drop-down menu.
Private Corporation Involvement	No	Does this project involve (a) private entity(ies) that will receive a direct and predictable financial benefit if the project is selected for award? This includes, but is not limited to, private owners of infrastructure facilities being improved and private freight shippers or carriers directly benefitting from completion of the proposed project.
Private Corporation Name(s)	N/A	If this project directly involves or benefits a specific private corporation , please list the corporation(s) separated by a comma.
TIFIA/RRIF?	No	Is the project currently, or does this project anticipate applying for Transportation Infrastructure Finance and Innovation Act (TIFIA) or Railroad Rehabilitation & Improvement Financing (RRIF) loans ?
Department Financing Program?	Yes	If your application is unsuccessful, would you like to be contacted about the Department's financing program ?

2022 FEDERAL RAISE GRANT APPLICATION
NATCHITOCHES SAFE STREETS REVITALIZATION PROJECT
SUMMARY OF ANNUITIZED PROJECT COSTS AND BENEFITS -- OVERALL PROJECT

Calendar Year	Project Year	Value of Savings (2020) (1)	Discounted Project Savings at 7%	Construction Cost \$2020 (2)	Discounted Const. Cost at 7%	Maint. Cost (3)	Discounted Maint. Cost at 7%	NPV at 7%	Comments
2019									
2020									
2021									
2022	1								
2023	2			\$650,291	\$530,831			(\$530,831)	
2024	3			\$434,494	\$331,473			(\$331,473)	
2025	4			\$318,126	\$226,819			(\$226,819)	
2026	5			\$7,322,069	\$4,879,004			(\$4,879,004)	
2027	6			\$6,745,112	\$4,200,517			(\$4,200,517)	
2028	7	\$8,310,996	\$4,837,075			\$570	\$332	\$4,836,744	Spray Herbicide in Dr. Chan.
2029	8	\$8,316,440	\$4,523,592			\$581	\$316	\$4,523,276	"
2030	9	\$8,322,230	\$4,230,600			\$593	\$301	\$4,230,298	"
2031	10	\$8,328,389	\$3,956,758			\$605	\$287	\$3,956,470	"
2032	11	\$8,332,327	\$3,699,653			\$617	\$274	\$3,699,379	"
2033	12	\$8,332,327	\$3,457,619			\$465,192	\$193,038	\$3,264,581	Replace PM & Remove Silt
2034	13	\$8,332,327	\$3,231,420			\$642	\$249	\$3,231,171	Spray Herbicide in Dr. Chan.
2035	14	\$8,332,327	\$3,020,019			\$615,721	\$223,166	\$2,796,853	Crack Seal & Spray Herbicide
2036	15	\$8,332,327	\$2,822,447			\$667	\$226	\$2,822,221	Spray Herbicide in Dr. Chan.
2037	16	\$8,332,327	\$2,637,801			\$681	\$216	\$2,637,586	"
2038	17	\$8,332,327	\$2,465,235			\$639,656	\$189,251	\$2,275,984	Replace PM & Ped. Signals & Remove Silt
2039	18	\$8,332,327	\$2,303,958			\$708	\$196	\$2,303,762	Spray Herbicide
2040	19	\$8,332,327	\$2,153,232			\$1,826,898	\$472,105	\$1,681,126	Asph. Surf. Treatment/Spray
2041	20	\$8,332,327	\$2,012,366			\$737	\$178	\$2,012,188	Spray Herbicide
2042	21	\$8,332,327	\$1,880,716			\$752	\$170	\$1,880,546	"

2043	22	\$8,332,327	\$1,757,678			\$650,908	\$137,307	\$1,620,371	Repl. PM, Signs, & Lum./Silt
2044	23	\$8,332,327	\$1,642,690			\$782	\$154	\$1,642,536	Spray Herbicide
2045	24	\$8,332,327	\$1,535,224			\$798	\$147	\$1,535,077	"
2046	25	\$8,332,327	\$1,434,789			\$814	\$140	\$1,434,649	"
2047	26	\$8,332,327	\$1,340,924			\$830	\$134	\$1,340,791	"
2048	27	\$8,332,327	\$1,253,200			\$847	\$127	\$1,253,073	"
Total			\$56,196,998		\$10,168,644		\$1,218,314	\$44,810,040	
B/C RATIO = 5.41									

- (1) From BCA "Summary of Annual Project Benefits
(2) From "Anticipated Timing of Preconstruction and Construction Costs"
(3) From "Summary of Preventive Maintenance and Replacement Costs"

2022 FEDERAL RAISE GRANT APPLICATION
NATCHITOCHEs SAFE STREETS REVITALIZATION PROJECT
SUMMARY OF ANNUITIZED PROJECT COSTS AND BENEFITS -- BICYCLE AND PEDESTRIAN IMPROVEMENTS

Calendar Year	Project Year	Value of Savings (2020) (1)	Discounted Project Savings at 7%	Construction Cost \$2020 (2)	Discounted Const. Cost at 7%	Maint. Cost (3)	Discounted Maint. Cost at 7%	NPV at 7%	Comments
2019									
2020									
2021									
2022	1								
2023	2			\$416,443	\$339,942			(\$339,942)	
2024	3			\$239,707	\$182,871			(\$182,871)	
2025	4			\$239,707	\$170,908			(\$170,908)	
2026	5			\$5,543,565	\$3,693,911			(\$3,693,911)	
2027	6			\$5,064,530	\$3,153,935			(\$3,153,935)	
2028	7	\$7,063,751	\$4,111,167					\$4,111,167	
2029	8	\$7,063,751	\$3,842,213					\$3,842,213	
2030	9	\$7,063,751	\$3,590,853					\$3,590,853	
2031	10	\$7,063,751	\$3,355,937					\$3,355,937	
2032	11	\$7,063,751	\$3,136,390					\$3,136,390	
2033	12	\$7,063,751	\$2,931,206			\$462,000	\$191,714	\$2,739,492	Replace Pavement Markings
2034	13	\$7,063,751	\$2,739,444					\$2,739,444	
2035	14	\$7,063,751	\$2,560,228			\$473,417	\$171,588	\$2,388,640	Crack Seal
2036	15	\$7,063,751	\$2,392,737					\$2,392,737	
2037	16	\$7,063,751	\$2,236,203					\$2,236,203	
2038	17	\$7,063,751	\$2,089,909			\$636,166	\$188,219	\$1,901,690	Replace PM & Ped. Signals
2039	18	\$7,063,751	\$1,953,186					\$1,953,186	
2040	19	\$7,063,751	\$1,825,407			\$1,370,546	\$354,175	\$1,471,232	Asph. Surface Treatment
2041	20	\$7,063,751	\$1,705,988					\$1,705,988	
2042	21	\$7,063,751	\$1,594,382					\$1,594,382	
2043	22	\$7,063,751	\$1,490,076			\$617,874	\$130,339	\$1,359,738	Repl. PM, Signs, & Luminaires
2044	23	\$7,063,751	\$1,392,595					\$1,392,595	
2045	24	\$7,063,751	\$1,301,490					\$1,301,490	
2046	25	\$7,063,751	\$1,216,346					\$1,216,346	
2047	26	\$7,063,751	\$1,136,772					\$1,136,772	
2048	27	\$7,063,751	\$1,062,404					\$1,062,404	
Total			\$47,664,933		\$7,541,567		\$1,036,034	\$39,087,333	
B/C RATIO = 6.18									

(1) From BCA "Summary of Annual Project Benefits"

(2) From "Anticipated Timing of Preconstruction and Construction Costs"

(3) From "Summary of Preventive Maintenance and Replacement Costs"

2022 FEDERAL RAISE GRANT APPLICATION
NATCHITOCHES SAFE STREETS REVITALIZATION PROJECT
SUMMARY OF ANNUITIZED PROJECT COSTS AND BENEFITS -- OVERHEAD STREET LIGHTING

Calendar Year	Project Year	Value of Savings (2020) (1)	Discounted Project Savings at 7%	Construction Cost \$2020 (2)	Discounted Const. Cost at 7%	Maint. Cost (3)	Discounted Maint. Cost at 7%	NPV at 7%	Comments
2019									
2020									
2021									
2022	1								
2023	2			\$65,878	\$53,776			(\$53,776)	
2024	3							\$0	
2025	4							\$0	
2026	5							\$0	
2027	6			\$564,012	\$351,238			(\$351,238)	
2028	7	\$327,604	\$190,669					\$190,669	
2029	8	\$327,604	\$178,195					\$178,195	
2030	9	\$327,604	\$166,537					\$166,537	
2031	10	\$327,604	\$155,642					\$155,642	
2032	11	\$327,604	\$145,460					\$145,460	
2033	12	\$327,604	\$135,944					\$135,944	
2034	13	\$327,604	\$127,050					\$127,050	
2035	14	\$327,604	\$118,739					\$118,739	
2036	15	\$327,604	\$110,971					\$110,971	
2037	16	\$327,604	\$103,711					\$103,711	
2038	17	\$327,604	\$96,926					\$96,926	
2039	18	\$327,604	\$90,585					\$90,585	
2040	19	\$327,604	\$84,659					\$84,659	
2041	20	\$327,604	\$79,121					\$79,121	
2042	21	\$327,604	\$73,945					\$73,945	
2043	22	\$327,604	\$69,107			\$29,145	\$6,148	\$62,959	Replace Luminaires
2044	23	\$327,604	\$64,586					\$64,586	
2045	24	\$327,604	\$60,361					\$60,361	
2046	25	\$327,604	\$56,412					\$56,412	
2047	26	\$327,604	\$52,721					\$52,721	
2048	27	\$327,604	\$49,272					\$49,272	
Total			\$2,210,613		\$405,014		\$6,148	\$1,799,451	
B/C RATIO = 5.44									

(1) From BCA Part 5

(2) From "Recap of Project Costs" & "Anticipated Timing of Preconstruction and Construction Costs"

(3) From "Summary of Preventive Maintenance and Replacement Costs"

2022 FEDERAL RAISE GRANT APPLICATION
NATCHITOCHEs SAFE STREETS REVITALIZATION PROJECT
SUMMARY OF ANNUITIZED PROJECT COSTS AND BENEFITS -- STREET RESURFACING

Calendar Year	Project Year	Value of Savings (2020) (1)	Discounted Project Savings at 7%	Construction Cost \$2020 (2)	Discounted Const. Cost at 7%	Maint. Cost (3)	Discounted Maint. Cost at 7%	NPV at 7%	Comments
2019									
2020									
2021									
2022	1								
2023	2			\$125,159	\$102,167			(\$102,167)	
2024	3							\$0	
2025	4							\$0	
2026	5							\$0	
2027	6			\$2,895,675	\$1,803,281			(\$1,803,281)	
2028	7	\$455,641	\$265,187					\$265,187	
2029	8	\$461,085	\$250,800					\$250,800	
2030	9	\$466,875	\$237,336					\$237,336	
2031	10	\$473,034	\$224,735					\$224,735	
2032	11	\$476,972	\$211,781					\$211,781	
2033	12	\$376,855	\$156,381					\$156,381	
2034	13	\$376,855	\$146,151					\$146,151	
2035	14	\$376,855	\$136,590			\$141,650	\$51,340	\$85,249	Crack Seal
2036	15	\$376,855	\$127,654					\$127,654	
2037	16	\$376,855	\$119,303					\$119,303	
2038	17	\$376,855	\$111,498					\$111,498	
2039	18	\$376,855	\$104,204					\$104,204	
2040	19	\$376,855	\$97,386			\$455,629	\$117,743	(\$20,357)	Asph. Surface Treatment
2041	20	\$376,855	\$91,015					\$91,015	
2042	21	\$376,855	\$85,061					\$85,061	
2043	22	\$376,855	\$79,496					\$79,496	
2044	23	\$376,855	\$74,296					\$74,296	
2045	24	\$376,855	\$69,435					\$69,435	
2046	25	\$376,855	\$64,893					\$64,893	
2047	26	\$376,855	\$60,647					\$60,647	
2048	27	\$376,855	\$56,680					\$56,680	
Total			\$2,770,529		\$1,905,448		\$169,084	\$695,997	
B/C RATIO = 1.37									

(1) From BCA Part 5

(2) From "Recap of Project Costs" & "Anticipated Timing of Preconstruction and Construction Costs"

(3) From "Summary of Preventive Maintenance and Replacement Costs"

2022 FEDERAL RAISE GRANT APPLICATION
NATCHITOCHEs SAFE STREETS REVITALIZATION PROJECT
SUMMARY OF ANNUITIZED PROJECT COSTS AND BENEFITS -- DRAINAGE IMPROVEMENTS

Calendar Year	Project Year	Value of Savings (2020) (1)	Discounted Project Savings at 7%	Construction Cost \$2020 (2)	Discounted Const. Cost at 7%	Maint. Cost (3)	Discounted Maint. Cost at 7%	NPV at 7%	Comments
2019									
2020									
2021									
2022	1								
2023	2			\$36,287	\$29,621			(\$29,621)	
2024	3							\$0	
2025	4			\$5,280	\$3,765			(\$3,765)	
2026	5							\$0	
2027	6			\$273,848	\$170,539			(\$170,539)	
2028	7	\$464,000	\$270,052			\$570	\$332	\$269,720	Spray Herbicide in Dr. Chan.
2029	8	\$464,000	\$252,385			\$581	\$316	\$252,069	"
2030	9	\$464,000	\$235,874			\$593	\$301	\$235,573	"
2031	10	\$464,000	\$220,443			\$605	\$287	\$220,156	"
2032	11	\$464,000	\$206,022			\$617	\$274	\$205,748	"
2033	12	\$464,000	\$192,544			\$3,269	\$1,357	\$191,187	Remove Silt & Spray
2034	13	\$464,000	\$179,947			\$642	\$249	\$179,698	Spray Herbicide in Dr. Chan.
2035	14	\$464,000	\$168,175			\$654	\$237	\$167,938	"
2036	15	\$464,000	\$157,173			\$667	\$226	\$156,947	"
2037	16	\$464,000	\$146,891			\$681	\$216	\$146,675	"
2038	17	\$464,000	\$137,281			\$3,574	\$1,057	\$136,223	Remove Silt & Spray
2039	18	\$464,000	\$128,300			\$708	\$196	\$128,104	Spray Herbicide in Dr. Chan.
2040	19	\$464,000	\$119,906			\$723	\$187	\$119,720	"
2041	20	\$464,000	\$112,062			\$737	\$178	\$111,884	"
2042	21	\$464,000	\$104,731			\$752	\$170	\$104,561	"
2043	22	\$464,000	\$97,879			\$3,983	\$840	\$97,039	Remove Silt & Spray
2044	23	\$464,000	\$91,476			\$782	\$154	\$91,322	Spray Herbicide in Dr. Chan.
2045	24	\$464,000	\$85,492			\$798	\$147	\$85,345	"
2046	25	\$464,000	\$79,899			\$814	\$140	\$79,759	"
2047	26	\$464,000	\$74,672			\$830	\$134	\$74,538	"
2048	27	\$464,000	\$69,787			\$847	\$127	\$69,659	"
Total			\$3,130,989		\$203,924		\$7,125	\$2,919,940	
B/C RATIO = 15.32									

(1) From BCA Part 5

(2) From "Recap of Project Costs" & "Anticipated Timing of Preconstruction and Construction Costs"

(3) From "Summary of Preventive Maintenance and Replacement Costs"

CITY OF NATCHITOCHEs 2022 FEDERAL RAISE GRANT APPLICATION

NATCHITOCHEs SAFE STREETS REVITALIZATION PROJECT

BENEFIT-COST ANALYSIS

SUMMARY OF ANNUAL PROJECT BENEFITS

<u>TYPE OF BENEFIT</u>	<u>REFERENCE</u>	<u>ANNUAL BENEFIT AMOUNT</u>
SAFETY [PEDESTRIAN]	PART 1A	\$3,841,386
SAFETY [BICYCLE]	PART 1B	\$354,693
COMMUTING	PART 2A	\$214,021
UTILITARIAN TRIPS	PART 2B	\$63,586
RECREATIONAL	PART 2C	\$770,735
HEALTH & MORTALITY REDUCTION	PART 2D	\$1,667,046
REVEALED PREFERENCE VALUE	PART 2E	\$479,888
STREET MAINTENANCE COST SAVINGS	PART 3	\$78,786 *
VEHICLE MAINTENANCE COST SAVINGS	PART 4	\$376,855
DRAINAGE IMPROVEMENTS	PART 5	\$464,000

TOTAL ANNUAL PROJECT BENEFITS = \$8,310,996 *

*Note: The figure shown is the benefit calculated for CY 2028. The Street Maintenance Cost Savings figure increases annually until CY 2032, at which time it is assumed this benefit will cease. See explanation in BCA Part 3.

Following is a tabulation of the total project benefit for each year from 2029 to 2032:

<u>YEAR</u>	<u>TOTAL ANNUAL BENEFIT</u>
2029	\$8,316,440
2030	\$8,322,230
2031	\$8,328,389
2032 & SUBSEQUENT YEARS	\$8,332,327

CITY OF NATCHITOCHEs 2022 FEDERAL RAISE GRANT APPLICATION

NATCHITOCHEs SAFE STREETS REVITALIZATION PROJECT

BENEFIT-COST ANALYSIS

PART 1A, ANTICIPATED SAFETY BENEFITS

RESULTING FROM IMPLEMENTATION OF PLANNED PEDESTRIAN COUNTERMEASURES

[BASED ON CRASH DATA FROM 2012 TO 2020 AT LOCATIONS INCLUDED IN PROPOSED PROJECT]

PAGE 1-OF-3

COUNTERMEASURE 1 – INSTALL SIDEWALKS

Louisiana Severity A [KABCO Level K] = 0 crashes at specified locations from 2012 to 2020

LA Severity B [KABCO Level A] = 2 crashes in 9 years = 0.22 crash per year @ monetized value of \$554,800 = \$123,289 annually

LA Severity C [KABCO Level B] = 10 crashes in 9 years = 1.11 crash per year @ monetized value of \$151,100 = \$167,889 annually

LA Severity D [KABCO Level C] = 18 crashes in 9 years = 2.0 crashes per year @ monetized value of \$77,200 = \$154,400 annually

LA Severity E [KABCO Level O] = 2 crashes in 9 years = 0.22 crash per year @ monetized value of \$3,900 = \$867 annually

TOTAL = \$446,445 annually times Crash Reduction Factor [CRF] of 0.88 for this countermeasure =

Anticipated annual value of \$392,872 for reduction in crashes resulting from implementation of this countermeasure

COUNTERMEASURE 2 – CONSTRUCT PAVED SHOULDERS

LA Severity A [KABCO Level K] = 2 crashes in 9 years = 0.22 @ \$11,600,000 = \$2,577,775 annually

LA Severity B [KABCO Level A] = 0 crashes at specified locations from 2012 to 2020

LA Severity C [KABCO Level B] = 1 crash in 9 years = 0.11 @ \$151,100 = \$16,789 annually

LA Severity D [KABCO Level C] = 1 crash in 9 years = 0.11 @ \$77,200 = \$8,578 annually

LA Severity E [KABCO Level O] = 1 crash in 9 years = 0.11 @ \$3,900 = \$433

TOTAL = \$2,603,575 annually times CRF of 0.71 = **Anticipated annual value of \$1,848,538 for reduction in crashes resulting from implementation of this countermeasure**

COUNTERMEASURE 3 – INSTALL HIGH-VISIBILITY CROSSWALK MARKINGS

LA Severity A [KABCO Level K] = 1 crash in 9 years = 0.11 @ \$11,600,000 = \$1,288,889 annually

LA Severity B [KABCO Level A] = 2 crashes in 9 years = 0.22 @ \$554,800 = \$123,289

LA Severity C [KABCO Level B] = 7 crashes in 9 years = 0.78 @ \$151,100 = \$117,522 annually

LA Severity D [KABCO Level C] = 2 crashes in 9 years = 0.22 @ \$77,200 = \$17,156 annually

LA Severity E [KABCO Level O] = 1 crash in 9 years = 0.11 @ \$3,900 = \$433 annually

TOTAL = \$2,102,089 annually times CRF of 0.48 = **Anticipated annual value of \$1,009,003 for reduction in crashes resulting from implementation of this countermeasure**

COUNTERMEASURE 4 – INSTALL ADVANCE YIELD/STOP SIGNS AT CROSSWALKS

From section 3 above, Annual value of crashes at locations where crosswalks will be installed = \$2,102,089 times CRF of 0.25 for installation of advance yield/stop signs =

Anticipated additional annual value of \$525,522 for reduction in crashes resulting from implementation of this countermeasure

COUNTERMEASURE 5 – INSTALL PEDESTRIAN SIGNAL

LA Severity A, B, & C = 0 crashes at specified locations from 2012 to 2020

LA Severity D [KABCO Level C] = 5 crashes in 9 years = 0.56 @ \$77,200 = \$42,889 annually

LA Severity E [KABCO Level D] = 1 crash in 9 years = 0.11 @ \$3,900 = \$433 annually

TOTAL = \$43,322 annually times CRF of 0.51 = **Anticipated annual value of \$22,094 for reduction in crashes resulting from implementation of this countermeasure**

COUNTERMEASURE 6 – INSTALL RECTANGULAR RAPID FLASHING BEACON [RRFB]

LA Severity A & B = 0 crashes at specified locations from 2012 to 2020

LA Severity C [KABCO Level B] = 1 crash in 9 years = 0.11 @ \$151,100 = \$16,789 annually

LA Severity D [KABCO Level C] = 2 crashes in 9 years = 0.22 @ \$77,200 = \$17,156 annually

LA Severity E [KABCO Level O] = 1 crash in 9 years = 0.11 @ \$3,900 = \$433 annually

TOTAL = \$34,378 annually times CRF of 0.47 = **Anticipated annual value of \$16,158 for reduction in crashes resulting from implementation of this countermeasure**

COUNTERMEASURE 7 – INSTALL OVERHEAD LIGHTING

LA Severity A, B, & E = 0 crashes at specified locations from 2012 to 2020

LA Severity C [KABCO Level B] = 5 crashes in 9 years = 0.56 @ \$151,100 = \$83,944 annually

LA Severity D [KABCO Level C] = 4 crashes in 9 years = 0.44 @ \$77,200 = \$34,311 annually

TOTAL = \$118,255 annually times CRF of 0.23 = **Anticipated annual value of \$27,199 for reduction in crashes resulting from implementation of this countermeasure**

TOTAL ANTICIPATED ANNUAL VALUE FOR REDUCTION IN PEDESTRIAN CRASHES RESULTING FROM IMPLEMENTATION OF ALL PLANNED COUNTERMEASURES = \$3,841,386

Sources of Data:

1. Pedestrian crash data for 2012-2020 was obtained from LACRASH and is listed by location in the attached summary, with notations relative to which locations will be addressed by the RAISE grant application.
2. Conversion of Louisiana crash severity code to KABCO scale was obtained from FHWA Highway Safety website.
3. Monetized value of reduced fatalities and injuries was obtained from Table A-1 of U.S. DOT publication, *Benefit-Cost Analysis Guidance for Discretionary Grant Programs*, dated March 2022.
4. Crash Reduction Factors for the listed counter-measures were derived from Crash Modification Factors listed in FHWA publication, *Toolbox of Pedestrian Countermeasures and Their Potential Effectiveness*, dated September 2018, where $CRF = (1.0 - CMF)$.

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NATCHITOCHEs SAFE STREETS REVITALIZATION PROJECT

BENEFIT-COST ANALYSIS

PART 1B, ANTICIPATED SAFETY BENEFITS

RESULTING FROM IMPLEMENTATION OF PLANNED BICYCLE COUNTERMEASURES

[BASED ON CRASH DATA FROM 2012 TO 2020 AT LOCATIONS INCLUDED IN PROPOSED PROJECT]

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COUNTERMEASURE 1 – INSTALL SEPARATED BIKE LANES

Louisiana Severity A [KABCO Level K] = 1 crash in 9 years = 0.11 crash per year @ monetized value of \$11,600,000 = \$1,288,889 annually

LA Severity B = 0 crashes at specified locations from 2012 to 2020

LA Severity C [KABCO Level B] = 6 crashes in 9 years = 0.67 crash per year @ monetized value of \$151,100 = \$100,733 annually

LA Severity D [KABCO Level C] = 9 crashes in 9 years = 1.0 crashes per year @ monetized value of \$77,200 = \$77,200 annually

LA Severity E [KABCO Level O] = 1 crash in 9 years = 0.11 crash per year @ monetized value of \$3,900 = \$433 annually

TOTAL = \$1,467,255 annually

Times Crash Reduction Factor [CRF] of 0.037 for this countermeasure [CMF ID No. 8287 from Crash Modification Factors Clearinghouse] =

Anticipated annual value of \$54,288 for reduction in crashes resulting from implementation of this countermeasure

COUNTERMEASURE 2 – INSTALL SHARED LANE MARKINGS (“SHARROWS”)

No monetized benefit was included for this countermeasure due to the unavailability of a definitive Crash Modification Factor. It is generally accepted, however, that safety benefits should result.

COUNTERMEASURE 3 – CONSTRUCT PAVED SHOULDERS

Again, no monetized benefit was included for this countermeasure due to the unavailability of a definitive Crash Modification Factor. It is generally accepted, however, that safety benefits should result.

COUNTERMEASURE 4 – INSTALL OVERHEAD LIGHTING

LA Severity A [KABCO Level K] = 1 crash in 9 years = 0.11 crash per year @ \$11,600,000 = \$1,288,889 annually

LA Severity B = 0 crashes at specified locations from 2012 to 2020

LA Severity C [KABCO Level B] = 1 crash in 9 years = 0.11 crash per year @ \$151,100 = \$16,789 annually

LA Severity D = 0 crashes at specified locations from 2012 to 2020

LA Severity E [KABCO Level O] = 1 crash in 9 years = 0.11 crash per year @ \$3,900 = \$433 annually

TOTAL = \$1,306,111 annually times CRF of 0.23 [assumed to be the same for bicycle crashes as for pedestrian crashes] = **Anticipated annual value of \$300,405 for reduction in crashes resulting from implementation of this countermeasure**

TOTAL ANTICIPATED ANNUAL VALUE FOR REDUCTION IN BICYCLE CRASHES RESULTING FROM IMPLEMENTATION OF ALL PLANNED COUNTERMEASURES = \$354,693

Sources of Data:

1. Bicycle crash data for 2012-2020 was obtained from LACRASH and is listed by location in the attached summary, along with notations as to which crash locations will be addressed by the RAISE grant.
2. Conversion of Louisiana crash severity code to KABCO scale was obtained from FHWA Highway Safety website.
3. Monetized value of reduced fatalities and injuries was obtained from Table A-1 of U.S. DOT publication, *Benefit-Cost Analysis Guidance for Discretionary Grant Programs*, dated March 2022.

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BENEFIT-COST ANALYSIS, PART 2A – ANTICIPATED COMMUTING BENEFITS FROM IMPLEMENTATION
OF BICYCLE AND PEDESTRIAN IMPROVEMENTS

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SECTION 1, CURRENT NUMBER OF BICYCLE & PEDESTRIAN COMMUTERS

In the absence of travel demand modeling to determine the number of current and forecasted bicycle and pedestrian commuters, the results of a user survey conducted as part of the development of the *City of Natchitoches Bicycle and Pedestrian Master Plan* [NBPP], and as reported in Appendix A of that document, was utilized to determine these numbers, as follows:

Current Daily Pedestrian Commuters = 137 [94 work & 43 school], or 82.0% of Bike/Ped commuters

Current Bicycle Commuters = 30 [17 work & 13 school], or 18.0% of Bike/Ped commuters

Since only 360 survey responses were received [3.15% of the adult population of Natchitoches of 11,435 as reported in the Census Bureau Quick Facts website], the survey numbers will be adjusted to reflect a more reasonable 10% response rate, in an attempt to more accurately reflect the current and forecasted number of biking/walking commuters.

Adjusted Current Daily Pedestrian Commuters = $137 \times 10/3.15 = 435$

Adjusted Current Daily Bicycle Commuters = $30 \times 10/3.15 = 95$

SECTION 2, FORECASTED INCREASE IN NUMBER OF BICYCLE & PEDESTRIAN COMMUTERS RESULTING FROM IMPLEMENTATION OF PLANNED BICYCLE & PEDESTRIAN IMPROVEMENTS

- A. Number of survey respondents indicating they would be "Very Likely" to walk or bike to work if it were safe and convenient to do so = 134

Plus number of survey respondents indicating they would be "Very Likely" to walk or bike to school if it were safe and convenient to do so = 108

Total = $242 \times 10/3.15$ = Forecasted total of 768 bikers and pedestrians

@ 82.0% = 630 Pedestrians

@ 18.0% = 138 Bicyclists

Less 435 Adjusted Current Number of Pedestrian Commuters = 195 Forecasted Additional Ped Commuters

Less 95 Adjusted Current Number of Bicycle Commuters = 43 Forecasted Additional Bicycle Commuters

- B. Additional survey respondents indicating they would be "Somewhat Likely" to walk or bike to work if it were safe and convenient to do so = 51

Additional survey respondents indicating they would be "Somewhat Likely" to walk or bike to school if it were safe and convenient to do so = 33

Total = $84 \times 10/3.15$ = Adjusted forecasted additional 267 bikers and pedestrians

Adjust by 50% to reflect anticipated actual change in commuting habits = 133 bikers and pedestrians

@ 82.0% = 109 Additional Forecasted Pedestrians

@ 18.0 % = 24 Additional Forecasted Bicyclists

- C. **TOTAL FORECASTED INCREASE IN COMMUTERS = $195 + 109 = 304$ PEDESTRIANS**

AND $43 + 24 = 67$ BICYCLISTS

SECTION 3, ANNUAL VEHICLE OPERATING COST SAVINGS RESULTING FROM IMPLEMENTATION OF BICYCLE AND PEDESTRIAN IMPROVEMENTS

Assume decreased vehicle commuter trips consist of single-occupant [driver-only] trips.

- A. Anticipated reduction in commuting vehicles resulting from planned pedestrian improvements =

304 forecasted additional pedestrian commuters x 2 trips per day x 50 work weeks per year x 5 workdays per week x 75% assumed good weather days =

Annual Decrease of 114,000 commuting vehicles per year

x 0.86 mile average length of a walking trip [from Note 1 in Table A-8 of U.S. DOT *Benefit-Cost Analysis Guidance for Discretionary Grant Programs*, dated March 2022] =

Annual Decrease of 98,040 commuting miles @ \$0.45 [from Table A-5] =

Annual Vehicle Operating Cost Savings of \$44,118 [ped]

- B. Anticipated reduction in commuting vehicles resulting from planned bike improvements =

67 estimated additional bicycle commuters x 2 trips per day x 50 work weeks per year x 5 workdays per week x 75% assumed good weather days =

Annual Decrease of 25,125 commuting vehicles per year

x 2.38 mile average length of a cycling trip [from Note 1 in Table A-9 of U.S. DOT *Benefit-Cost Analysis Guidance for Discretionary Grant Programs*, dated March 2022] =

Annual Decrease of 59,798 commuting miles @ \$0.45 [from Table A-5] =

Annual Vehicle Operating Cost Savings of \$26,909 [bike]

- C. **Annual Vehicle Operating Cost Savings from Implementation of Planned Bicycle and Pedestrian Improvements = \$44,118 + \$26,909 = \$71,027 x 1/2 for New Users = \$35,514**

SECTION 4, REDUCTION IN EMISSIONS ASSOCIATED WITH REDUCED NUMBER OF COMMUTING VEHICLES

Total forecasted annual decrease in commuting vehicle miles = 98,040 [ped] + 59,798 [bike] = 157,838

- A. Assume 2/3 of commuting vehicles are passenger cars = 105,225

x reduction of 0.693 grams of Nitrous Oxide per passenger car mile [from EPA Fact Sheet, "Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks," dated October 2008, on EPA website] divided by 1,000,000 conversion factor = 0.0729 metric tons per year @ \$15,800 [from Table A-6 of U.S. DOT *Benefit-Cost Analysis Guidance for Discretionary Grant Programs*, dated March 2022] = \$1,152 Annually

Plus reduction of 0.0041 grams of 2.5-Micron Particulate Matter per passenger car mile [from above-referenced EPA Fact Sheet] = 105,225 x 0.0041 divided by 1,000,000 conversion factor = 0.0004314 metric tons per year @ \$761,600 [from Table A-6] = \$329 Annually

Plus reduction of 368.4 grams of Carbon Dioxide per passenger car mile [from EPA Fact Sheet] = 105,225 x 368.4 divided by 1,000,000 conversion factor = 38.76 metric tons per year @ \$53 [from Table A-6 of U.S. DOT *Benefit-Cost Analysis Guidance for Discretionary Grant Programs (Revised)* dated March 2022] = \$2,054 Annually

Total Annual Emissions Benefits from Passenger Cars = \$3,535

- B. Assume remaining 1/3 of commuting vehicles are pickup trucks = 52,613

x reduction of 0.95 grams of Nitrous Oxide per pickup truck [from EPA Fact Sheet] divided by 1,000,000 conversion factor = 0.0499 metric tons per year @ \$15,800 = \$788 Annually

Plus reduction of 0.0045 grams of 2.5-Micron Particulate Matter per pickup truck mile [from EPA Fact Sheet] = 52,613 x 0.0045 divided by 1,000,000 = 0.0002347 metric tons per year @ \$761,600 = \$179 Annually

Plus reduction of 513.5 grams of Carbon Dioxide per pickup truck mile [from EPA Fact Sheet] = 52,613 x 513.5 divided by 1,000,000 = 26.79 metric tons per year @ \$53 [from Table A-6 of Revised BCA Guidance] = \$1,420 Annually

Total Annual Emissions Benefits from Pickup Trucks = \$2,387

- C. Annual Reduction in Emissions Associated with Reduced Number of Commuting Vehicles =
 $\$3,535 + \$2,387 = \$5,922 \times 1/2$ Value for New Users = \$2,961

SECTION 5, MOBILITY BENEFITS

NCHRP Report No. 552, *Guidelines for Analysis of Investments in Bicycle Facilities*, indicates that mobility benefits accrue from commuters who are able to utilize off-street bicycle trails or on-street bicycle lanes without vehicle parking.

Mileage of separated bicycle lanes in NBPP = 29.579

Plus mileage of off-street bicycle trails = 2.632

TOTAL = 32.211 miles divided by 41.783 miles of all bicycle improvements = 77.09%

From Page 39 of NCHRP Report No. 552,

Annual Mobility Benefit = $M \times V/60 \times \text{No. of existing \& new bike commuters utilizing separate lanes or off-street trails [assume 77.09\% of bike commuters]} \times 50 \text{ weeks per year} \times 5 \text{ workdays per week} \times 2 \text{ trips per day}$

Where M = 18.02 minutes for an on-street bike lane without parking & V = \$12

Annual Mobility Benefit = $18.02 \times 12/60 \times 77.09\% \text{ of } [95 + \frac{1}{2} \text{ of } 67] \times 50 \times 5 \times 2 = \$178,507$

SECTION 6, TOTAL COMMUTING BENEFITS

Annual Vehicle Operating Cost Savings [from Section 3] = \$35,514

Annual Reduction in Emissions [from Section 4] = \$2,961

NOTE: SINCE THIS AMOUNT REPRESENTS LESS THAN 0.5% OF PROJECT BENEFITS, THE VALUE OF EMISSIONS WILL NOT BE INCLUDED IN THE AMOUNT OF OVERALL PROJECT BENEFITS IN ORDER TO STREAMLINE CALCULATION OF THE BCA

Annual Mobility Benefits [from Section 5] = \$178,507

TOTAL ESTIMATED COMMUTING BENEFITS = \$214,021

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SECTION 1, CURRENT NUMBER OF BICYCLE & PEDESTRIAN UTILITARIAN TRIPS

Utilitarian trips include those for running errands, shopping, or eating.

In the absence of travel demand modeling to determine the number of current and forecasted bicycle and pedestrian utilitarian trips, the results of a user survey conducted as part of the development of the *City of Natchitoches Bicycle and Pedestrian Master Plan* [NBPP], and as reported in Appendix A of that document, was utilized to determine these numbers, as follows:

Current Daily Pedestrian Utilitarian Trips = 108, or 80.6% of Bike/Ped utilitarian trips

Current Bicycle Utilitarian Trips = 26, or 19.4% of Bike/Ped utilitarian trips

Since only 360 survey responses were received [3.15% of the adult population of Natchitoches of 11,435 as reported in the Census Bureau Quick Facts website], the survey numbers will be adjusted to reflect a more reasonable 10% response rate, in an attempt to more accurately reflect the current and forecasted number of biking/walking commuters.

Adjusted Current Daily Utilitarian Pedestrians = $108 \times 10/3.15 = 343$

Adjusted Current Daily Utilitarian Bicyclists = $26 \times 10/3.15 = 83$

SECTION 2, FORECASTED INCREASE IN NUMBER OF BICYCLE & PEDESTRIAN UTILITARIAN TRIPS
RESULTING FROM IMPLEMENTATION OF PLANNED BICYCLE & PEDESTRIAN IMPROVEMENTS

- A. Number of survey respondents indicating they would be "Very Likely" to walk or bike for utilitarian trips if it were safe and convenient to do so = 250

Times adjustment factor 10/3.15 = Forecasted total of 794 bicycle and pedestrian utilitarian trips

@ 80.6% = 640 Pedestrian

@ 19.4% = 154 Bicycle

Less 343 Adjusted Current Number of Pedestrian Utilitarian Trips = 297 Forecasted Additional Pedestrian Utilitarian Trips

Less 83 Adjusted Current Number of Bicycle Utilitarian Trips = 71 Forecasted Additional Bicycle Utilitarian Trips

- B. Additional survey respondents indicating they would be "Somewhat Likely" to walk or bike for utilitarian trips if it were safe and convenient to do so = 192

Times adjustment factor 10/3.15 = Adjusted forecasted additional 610 bike and pedestrian
utilitarian trips

Adjust by 50% to reflect anticipated actual change in utilitarian trip habits = 305

@ 80.6% = 246 Additional Forecasted Pedestrian Utilitarian Trips

@ 19.4% = 59 Additional Forecasted Bicyclists

- C. **TOTAL FORECASTED INCREASE IN UTILITARIAN TRIPS = 297 + 246 = 543 PEDESTRIAN TRIPS**

AND 71 + 59 = 130 BICYCLE TRIPS

SECTION 3, ANNUAL VEHICLE OPERATING COST SAVINGS RESULTING FROM IMPLEMENTATION OF BICYCLE AND PEDESTRIAN IMPROVEMENTS [UTILITARIAN TRIPS]

Assume decreased vehicle utilitarian trips consist of single-occupant [driver-only] trips. Also assume utilitarian trips take place only three to four times per week [3.5 average].

- A. Anticipated reduction in utilitarian trip vehicles resulting from planned pedestrian improvements = 543 forecasted additional pedestrian utilitarian trips x 52 weeks x 3.5 trips per week x 2 ways = Annual Decrease of 197,652 vehicle utilitarian trips per year

x 0.86 mile average length of a walking trip [from Note 1 in Table A-8 of U.S. DOT *Benefit-Cost Analysis Guidance for Discretionary Grant Programs*, dated March 2022] =

Annual Decrease of 169,981 utilitarian trips miles @ \$0.45 [from Table A-5] =

Annual Vehicle Operating Cost Savings of \$76,491 [ped]
- B. Anticipated reduction in utilitarian vehicles resulting from planned bike improvements = 130 estimated additional bicycle utilitarian trips x 52 weeks x 3.5 trips per week x 2 ways =

Annual Decrease of 47,320 vehicle utilitarian trips per year

x 2.38 mile average length of a cycling trip [from Note 1 in Table A-9 of U.S. DOT *Benefit-Cost Analysis Guidance for Discretionary Grant Programs*, dated March 2022] =

Annual Decrease of 112,622 utilitarian trip miles @ \$0.45 [from Table A-5] =

Annual Vehicle Operating Cost Savings of \$50,680 [bike]

- C. Annual Vehicle Operating Cost Savings for Utilitarian Trips Resulting from Implementation of Planned Bicycle and Pedestrian Improvements = $\$76,491 + \$50,680 = \$127,171 \times 1/2$ Value for New Users = $\$63,586$

SECTION 4, REDUCTION IN EMISSIONS ASSOCIATED WITH REDUCED NUMBER OF VEHICLES FOR UTILITARIAN TRIPS

Total forecasted annual decrease in utilitarian trip vehicle miles = $169,981 \text{ [ped]} + 112,622 \text{ [bike]} = 282,603$

- A. Assume 2/3 of utilitarian trip vehicles are passenger cars = 188,402

x reduction of 0.693 grams of Nitrous Oxide per passenger car mile [from EPA Fact Sheet, "Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks," dated October 2008, on EPA website] divided by 1,000,000 conversion factor = 0.1306 metric tons per year @ $\$15,800$ [from Table A-6 of U.S. DOT *Benefit-Cost Analysis Guidance for Discretionary Grant Programs*, dated March 2022] = $\$2,063$ Annually

Plus reduction of 0.0041 grams of 2.5-Micron Particulate Matter per passenger car mile [from above-referenced EPA Fact Sheet] = $188,402 \times 0.0041$ divided by 1,000,000 conversion factor = 0.0007724 metric tons per year @ $\$761,600$ [from Table A-6] = $\$588$ Annually

Plus reduction of 368.4 grams of Carbon Dioxide per passenger car mile [from EPA Fact Sheet] = $188,402 \times 368.4$ divided by 1,000,000 = 69.41 metric tons per year @ $\$53$ [from Table A-6 of U.S. DOT *Benefit-Cost Analysis Guidance for Discretionary Grant Programs (Revised)* dated March 2022] = $\$3,679$ Annually

Total Annual Emissions Benefits from Passenger Cars = $\$6,330$

- B. Assume remaining 1/3 of utilitarian trip vehicles are pickup trucks = 94,201

x reduction of 0.95 grams of Nitrous Oxide per pickup truck [from EPA Fact Sheet] divided by 1,000,000 conversion factor = 0.08949 metric tons per year @ $\$15,800 = \$1,414$ Annually

Plus reduction of 0.0045 grams of 2.5-Micron Particulate Matter per pickup truck mile [from EPA Fact Sheet] = $94,201 \times 0.0045$ divided by 1,000,000 = 0.0004239 metric tons per year @ $\$761,600 = \323 Annually

Plus reduction of 513.5 grams of Carbon Dioxide per pickup truck mile [from EPA Fact Sheet] = $94,201 \times 513.5$ divided by 1,000,000 = 48.37 metric tons per year @ $\$53 = \$2,564$ Annually

Total Annual Emissions Benefits from Pickup Trucks = $\$4,301$

- C. Annual Reduction in Emissions Associated with Reduced Number of Vehicles for Utilitarian Trips = $\$6,330 + \$4,301 = \$10,631 \times 1/2$ Value for New Users = \$5,316

SECTION 5, TOTAL UTILITARIAN TRIP BENEFITS

Annual Vehicle Operating Cost Savings [from Section 3] = \$63,586

Annual Reduction in Emissions [from Section 4] = \$5,316

NOTE: SINCE THIS AMOUNT REPRESENTS LESS THAN 0.5% OF PROJECT BENEFITS, THE VALUE OF EMISSIONS WILL NOT BE INCLUDED IN THE AMOUNT OF OVERALL PROJECT BENEFITS IN ORDER TO STREAMLINE CALCULATION OF THE BCA

TOTAL ESTIMATED UTILITARIAN TRIP BENEFITS = \$63,586

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SECTION 1, CURRENT NUMBER OF RECREATIONAL BICYCLISTS & PEDESTRIANS

In the absence of travel demand modeling to determine the number of current and forecasted recreational bicyclists and pedestrians, the results of a user survey conducted as part of the development of the *City of Natchitoches Bicycle and Pedestrian Master Plan* [NBPP], and as reported in Appendix A of that document, was utilized to determine these numbers, as follows:

Current Daily Recreational Pedestrians = 122, or 75.78% of Recreational Bikers & Pedestrians

Current Recreational Bicyclists = 39, or 24.22% of Recreational Bikers & Pedestrians

Total = 161

Since only 360 survey responses were received [3.15% of the adult population of Natchitoches of 11,435 as reported in the Census Bureau Quick Facts website], the survey numbers will be adjusted to reflect a more reasonable 10% response rate, in an attempt to more accurately reflect the current and forecasted number of recreational bicyclists and pedestrians.

Adjusted Current Daily Recreational Pedestrians & Bicyclists = $161 \times 10/3.15 = 511$

SECTION 2, FORECASTED INCREASE IN NUMBER OF RECREATIONAL BICYCLISTS & PEDESTRIANS
RESULTING FROM IMPLEMENTATION OF PLANNED BICYCLE & PEDESTRIAN IMPROVEMENTS

- A. Number of survey respondents indicating they would be "Very Likely" to walk or bike recreationally if it were safe and convenient to do so = 270

Times adjustment factor $10/3.15$ = Forecasted total of 857 recreational bikers and pedestrians

Less 511 Adjusted Current Number of Recreational Bicyclists & Pedestrians = 346 Forecasted
Additional Recreational Bicyclists & Pedestrians

- B. Additional survey respondents indicating they would be "Somewhat Likely" to walk or bike recreationally if it were safe and convenient to do so = 35

Times adjustment factor $10/3.15$ = Adjusted forecasted additional 111 bikers and pedestrians

Adjust by 50% to reflect anticipated actual change in recreational habits = 56 bikers and pedestrians

- C. TOTAL FORECASTED INCREASE IN RECREATIONAL BICYCLISTS & PEDESTRIANS =
= 346 + 56 = 402 [ASSUMED TO BE CITY OF NATCHITOCHESE RESIDENTS]

SECTION 3, CALCULATION OF ANNUAL RECREATIONAL BENEFIT RESULTING FROM IMPLEMENTATION OF BICYCLE AND PEDESTRIAN IMPROVEMENTS [CITY OF NATCHITOCHESE RESIDENTS]

Page 39 of NCHRP Report No. 552, *Guidelines for Analysis of Investments in Bicycle Facilities*, provides a formula for monetizing the annual recreational benefits resulting from new bicycle infrastructure, and Page 46 of this report extends these benefits to include pedestrians.

Annual Recreational Benefit [City of Natchitoches Residents] = $\$10 \times 365 \times [\text{No. of New Recreational Bicyclists \& Pedestrians}] = \$10 \times 365 \times 402 = \$1,467,300 \times 1/2 \text{ Value for New Users} = \$733,650$

SECTION 4, ANNUAL RECREATIONAL BENEFIT RESULTING FROM FORECASTED INCREASE IN NUMBER OF RECREATIONAL BICYCLISTS AND PEDESTRIANS [TOURIST]

It can be assumed that improved bicycle and pedestrian facilities would also increase the number of tourists who bike and walk.

Number of tourists during calendar year 2017 = 74,171 [Source: NBPP]

Assume a conservative increase of 10% in recreational walking and biking by tourists = 7,417

Annual Recreational Benefit [Tourist] = $\$10 \times 7,417 = \$74,170 \times 1/2 \text{ Value for New Users} = \$37,085$

SECTION 5, TOTAL RECREATIONAL BENEFITS

ANNUAL RECREATIONAL BENEFIT FOR NATCHITOCHESE RESIDENTS [from Section 3] = \$733,650

ANNUAL RECREATIONAL BENEFIT FOR TOURISTS [from Section 4] = \$37,085

TOTAL ESTIMATED ANNUAL RECREATIONAL BENEFITS = \$770,735

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**BENEFIT-COST ANALYSIS, PART 2D – ANTICIPATED HEALTH AND MORTALITY REDUCTION BENEFITS
FROM IMPLEMENTATION OF BICYCLE AND PEDESTRIAN IMPROVEMENTS**

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**SECTION 1, ANNUAL HEALTH BENEFIT RESULTING FROM IMPLEMENTATION OF BICYCLE AND
PEDESTRIAN IMPROVEMENTS**

Page 39 of NCHRP Report No. 552, *Guidelines for Analysis of Investments in Bicycle Facilities*, provides a formula for monetizing the annual health benefits resulting from new bicycle infrastructure, and Page 46 of this report extends these benefits to include pedestrians, as follows:

Annual Health Benefit = Total Number of New Bicyclists & Pedestrians @ \$128

From BCA Part 2A, No. of New Bicycle & Pedestrian Commuters = 304 + 67 = 371

From BCA Part 2B, No. of New Cyclists & Pedestrians for Utilitarian Trips = 543 + 130 = 673

From BCA Part 2C, New Recreational Cyclists & Pedestrians = 402 Residents + 7,417 Tourists

TOTAL NUMBER OF NEW BICYCLISTS & PEDESTRIANS = 8,863

ANNUAL HEALTH BENEFIT = 8,863 @ \$128 = \$1,134,464 x 1/2 Value for New Users = \$567,232

**SECTION 2, ANNUAL MORTALITY REDUCTION BENEFIT RESULTING FROM IMPLEMENTATION OF
PEDESTRIAN IMPROVEMENTS**

Table A-12 of the U.S. DOT *Benefit-Cost Analysis Guidance for Discretionary Grant Programs* dated March 2022 recommends a mortality reduction value of \$7.08 per induced walking trip for ages 20-74.

Estimated Annual Number of Induced Pedestrian Trips:

Commuting [from BCA Part 2A, Section 3A] = 114,000 trips

Utilitarian [from BCA Part 2B, Section 3A] = 197,652 trips

Recreational [Resident, from BCA Part 2C, Section 2] = 402 x 75.78% x 365 = 111,192 trips

Recreational [Tourist, from BCA Part 2C, Section 4] = 7,417 x 75.78% = 5,621 trips

TOTAL = 428,465 trips

x 68% assumed within specified age range [from Note 3 of Table A-12]

x 89% assumed non-active transportation mode [from Note 4 of Table A-12]

= 259,307 trips @ \$7.08 = **Annual Mortality Reduction Benefit of \$1,835,894 x 1/2 Value for New Users
= \$917,947**

SECTION 3, ANNUAL MORTALITY REDUCTION BENEFIT RESULTING FROM IMPLEMENTATION OF BICYCLE IMPROVEMENTS

Table A-12 of the U.S. DOT *Benefit-Cost Analysis Guidance for Discretionary Grant Programs* dated March 2022 recommends a mortality reduction value of \$6.31 per induced walking trip for ages 20-64.

Estimated Annual Number of Induced Bicycle Trips:

Commuting [from BCA Part 2A, Section 3B] = 25,125 trips

Utilitarian [from BCA Part 2B, Section 3B] = 47,320 trips

Recreational [Resident, from BCA Part 2C, Section 2] = $402 \times 24.22\% \times 365 = 35,538$ trips

Recreational [Tourist, from BCA Part 2C, Section 4] = $7,417 \times 24.22\% = 1,796$ trips

TOTAL = 109,779 trips

x 59% assumed within specified age range [from Note 3 of Table A-12]

x 89% assumed non-active transportation mode [from Note 4 of Table A-12]

= 57,645 trips @ \$6.31 = **Annual Mortality Reduction Benefit of \$363,740 x 1/2 Value for New Users = \$181,870**

SECTION 4, TOTAL HEALTH AND MORTALITY REDUCTION BENEFITS

ANNUAL HEALTH BENEFIT [from Section 1] = \$567,232

ANNUAL MORTALITY REDUCTION BENEFIT -- PEDESTRIAN [from Section 2] = \$917,947

ANNUAL MORTALITY REDUCTION BENEFIT – BICYCLE [from Section 3] = \$181,870

TOTAL ESTIMATED ANNUAL HEALTH & MORTALITY REDUCTION BENEFITS = \$1,667,046

CITY OF NATCHITOCHEs 2022 FEDERAL RAISE GRANT APPLICATION

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**BENEFIT-COST ANALYSIS, PART 2E – ANTICIPATED REVEALED PREFERENCE VALUE BENEFITS FROM
IMPLEMENTATION OF BICYCLE AND PEDESTRIAN IMPROVEMENTS**

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**SECTION 1, PEDESTRIAN FACILITY IMPROVEMENT REVEALED PREFERENCE VALUE FOR INSTALLATION
OF MARKED CROSSWALKS**

Table A-8 of the U.S. DOT *Benefit-Cost Analysis Guidance for Discretionary Grant Programs* dated March 2022 recommends a value of \$0.18 per person-mile walked for the installation of crosswalks on roadways with traffic volumes equal to or greater than 10,000 vehicles per day. This ADT criteria is met by the following streets on which marked crosswalks are planned as part of this project: Keyser Avenue, South Drive, Texas Street, and University Parkway.

No actual counts or travel demand modeling has been done to determine the number of pedestrians who will be utilizing these crosswalks. However, Map 3-3 on Page 27 of the *City of Natchitoches Bicycle and Pedestrian Master Plan* shows a range representing the number of current pedestrian users on each of these streets based on Strava data, as follows:

Keyser Avenue: 16-30 pedestrians [23 Avg.]

South Drive: 5-15 pedestrians [10 Avg.]

Texas Street: 5-15 pedestrians [10 Avg.]

University Parkway [2 segments]: 16-30 [23 Avg.] plus 31-50 [40.5 Avg.] = 63.5 Avg.

TOTAL = 106 Current Pedestrian Users on These Streets

Total Adjusted Current Pedestrians [from Section 1 of BCA Parts 2A, 2B, & 2C] = 435 Commuters + 343 for Utilitarian Trips + (75.78% of 511) Recreational = 1,165

Percentage of Pedestrians on 10,000 ADT Streets = $106 / 1,165 = 9.10\%$

Total estimated number of additional annual pedestrian trips [from BCA Part 2D, Section 2] = 428,465 x 1/2 Valuation for New Users = 214,232

Plus current annual number of pedestrian commuting trips = $137 \times 50 \times 5 \times 2 = 68,500$

Plus current annual number of pedestrian utilitarian trips = $108 \times 52 \times 3.5 \times 2 = 39,312$

Plus current annual number of pedestrian recreational trips = $122 \times 365 = 44,530$

TOTAL NUMBER OF PEDESTRIAN TRIPS = $366,574 \times \text{Estimated } 9.10\% \text{ on Listed Streets} = 33,358$

x 0.86-mile average length of a walking trip [from Note 1 of Table A-8] @ \$0.18 =

Annual Pedestrian Facility Improvement Revealed Preference Value of \$5,164 for Installation of Marked Crosswalks

SECTION 2, PEDESTRIAN FACILITY IMPROVEMENT REVEALED PREFERENCE VALUE FOR INSTALLATION OF PEDESTRIAN SIGNALS

Table A-8 also recommends a value of \$0.46 per person-mile walked for the installation of pedestrian signals on roadways with traffic volumes equal to or greater than 13,000 vehicles per day. This ADT criteria is met by the following streets on which pedestrian signals are planned as part of this project: Keyser Avenue, Texas Street, and University Parkway.

Again, the ranges shown on Map 3-3 on Page 27 of the NBPP representing the number of current pedestrian users on each of these streets is as follows:

Keyser Avenue: 23 Avg. pedestrians

Texas Street: 10 Avg. pedestrians

University Parkway: 63 Avg. pedestrians

TOTAL = 96 Current Pedestrian Users on These Streets

Percentage of Pedestrians on 13,000 ADT Streets = $96 / 1,165 = 8.24\%$ Times 366,574 Total Annual Pedestrian Trips [current plus forecasted] = $30,206 \times 0.86\text{-mile} @ \$0.46 = \text{Annual Pedestrian Facility Improvement Revealed Preference Value of } \$11,949 \text{ for Installation of Pedestrian Signals}$

SECTION 3, RECAP OF CURRENT AND FORECASTED ADDITIONAL BICYCLE MILES TRAVELED

A. Adjusted Current Number of Bicycle Trips:

Commuting = $95 \text{ [from BCA Part 2A]} \times 50 \times 5 \times 2 \times 75\% = 35,625 \text{ annual trips}$

Utilitarian = $83 \text{ [from BCA Part 2B]} \times 52 \times 3.5 \times 2 = 30,212 \text{ annual trips}$

Recreational = $511 \times 24.22\% \text{ [from BCA Part 2C]} = 124 \times 365 = 45,260 \text{ annual trips}$

CURRENT TOTAL = $111,097 \text{ annual trips} \times 2.38\text{-mile avg. length of cycling trip} = 264,411 \text{ miles}$

B. Forecasted Additional Bicycle Miles:

Commuting = 59,798 miles [from BCA Part 2A, Section 3]

Utilitarian = 112,622 miles [from BCA Part 2B, Section 3]

Recreational [Residents] = $56 \text{ additional cyclists [from BCA Part 2C, Section 2]} \times 365 \times 2.38$
= 48,647 miles

Recreational [Tourists] = $24.22\% \times 7,417$ [from BCA Part 2C, Section 3] $\times 2.38 = 4,275$ miles

FORECASTED ADDITIONAL ANNUAL BICYCLE MILES = $225,342 \times 1/2$ Value for New Users = 112,671

C. TOTAL CURRENT & ADDITIONAL ANNUAL BICYCLE MILES = 377,082

SECTION 4, CYCLING FACILITY IMPROVEMENT REVEALED PREFERENCE VALUE FOR INSTALLATION OF DEDICATED CYCLING LANES, "SHARROWS," AND SEPARATED CYCLE TRACKS

Table A-9 of the U.S. DOT *Benefit-Cost Analysis Guidance for Discretionary Grant Programs* dated March 2022 recommends values per cycling mile for the installation of dedicated cycling lanes, "sharrows," and separated cycle tracks.

An analysis of the recommended bicycle improvements shown in Table 6-4 and 6-5 of the *City of Natchitoches Bicycle and Pedestrian Master Plan* that are planned within the scope of this project reveals the following total mileages for each listed bicycle improvement:

Dedicated Cycling Lanes = 29.579 miles, or 58.74% of the planned bicycle improvements

$\times 377,082$ Current & Additional Annual Bicycle Miles @ \$1.69 = \$374,332

"Sharrows" = 9.572 miles, or 32.36% of the planned bicycle improvements

$\times 377,082$ Current & Additional Annual Bicycle Miles @ \$0.26 = \$31,726

Separated Cycle Tracks = 2.632 miles, or 8.90% of the planned bicycle improvements

$\times 377,082$ Current & Additional Annual Bicycle Miles @ \$1.69 = \$56,717

Total Annual Bicycle Facility Improvement Revealed Preference Value = \$462,775

SECTION 5, TOTAL ANNUAL REVEALED PREFERENCE VALUE BENEFITS

INSTALLATION OF MARKED CROSSWALKS [from Section 1] = \$5,164

INSTALLATION OF PEDESTRIAN SIGNALS [from Section 2] = \$11,949

DEDICATED CYCLING LANES, "SHARROWS," & SEPARATED CYCLE TRACKS = \$462,775

TOTAL ESTIMATED ANNUAL REVEALED PREFERENCE VALUE BENEFITS = \$479,888

CITY OF NATCHITOCHES 2022 FEDERAL RAISE GRANT APPLICATION

NATCHITOCHES SAFE STREETS REVITALIZATION PROJECT

BENEFIT-COST ANALYSIS, PART 3 –

ANTICIPATED STREET MAINTENANCE COST SAVINGS RESULTING FROM PROJECT IMPLEMENTATION

PAGE 1-OF-2

OVERVIEW

The planned resurfacing of streets in the project target area will reduce the cost for maintenance and repair work currently being performed on these street segments by the City of Natchitoches Public Works Department, including patching with the Durapatcher and full-depth asphalt repairs. The purpose of this part of the BCA is to monetize these pavement maintenance cost savings for inclusion in the total project benefits.

METHODOLOGY

At present, the City of Natchitoches Public Works Department does not break down street maintenance and repair costs by individual street segment. Therefore, the only way to quantify the current annual maintenance costs for the street segments to be resurfaced as part of this project is to proportion the total annual amount budgeted for street repairs, by the percentage of the City street system to be resurfaced as part of the proposed project, per the following calculations.

A) Total FY 2021-22 Public Works Department budget for its three main functions [litter pickup and mowing; drainage work; and street maintenance and repairs] = \$1,708,764

Less amount budgeted for street maintenance materials = \$65,000

Net budgeted amount for street maintenance and repairs = \$1,643,764 divided by 3 = \$547,921

Plus \$65,000 budgeted for maintenance materials = \$612,921

B) A total of 4.358 miles of streets will be resurfaced as part of the RAISE grant project. These streets are currently in the lower range of "Fair" to "Poor" condition.

There is a total of 99.926 miles of streets in the City system, of which approximately 50%, or 49.963 miles, are in the lower range of "Fair" to "Poor" condition.

The percentage of these streets represented by the list to be resurfaced = $4.358/49.963 = 8.72\%$

Therefore, the **ANTICIPATED ANNUAL PAVEMENT MAINTENANCE COST SAVINGS RESULTING FROM PROJECT IMPLEMENTATION** can be calculated as 8.72% of \$612,921 = **\$53,447**

NOTE: NO BENEFITS WILL ACCRUE UNTIL THE YEAR FOLLOWING PROJECT COMPLETION, CY 2028

However, between the current year [2022] and the first year following project completion [2028], it is assumed that additional pavement deterioration will occur each year, which will necessitate increased spending for the maintenance of these pavements each year. Based on the current condition of these street segments and where each segment is assumed to be located within the typical life cycle for asphalt pavements, it can be assumed that maintenance costs for each segment could increase by 5% to 10% annually. Using the more conservative figure, and also assuming that by 2028 the Remaining Service Life [RSL] for these pavements may be no more than 5 years, results in the following annual maintenance costs and cost savings for the listed street segments for inclusion in the BCA [adjusted for annual inflation, per Table A-7 in the USDOT *Benefit-Cost Analysis Guidance for Discretionary Grant Programs*, March 2022]:

<u>YEAR</u>	<u>MAINT. COST/SAVINGS</u>	<u>INFLATION FACTOR</u>	<u>ADJUSTED COST SAVINGS</u>
2023	\$53,447 x 1.05 = \$56,119		N/A
2024	\$56,119 x 1.05 = \$58,925		N/A
2025	\$58,925 x 1.05 = \$61,871		N/A
2026	\$61,871 x 1.05 = \$64,965		N/A
2027	\$64,965 x 1.05 = \$68,213		N/A
2028	\$68,213 x 1.05 = \$71,624	1.10	\$78,786
2029	\$71,624 x 1.05 = \$75,205	1.12	\$84,230
2030	\$75,205 x 1.05 = \$78,965	1.14	\$90,020
2031	\$78,965 x 1.05 = \$82,913	1.16	\$96,179
2032	\$82,913 x 1.05 = \$87,059	1.18	\$100,117

SOURCES OF DATA

1. City of Natchitoches Annual Report of the Budget for Fiscal Year 2021-22
2. City of Natchitoches Street Inventory

CITY OF NATCHITOCHES 2022 FEDERAL RAISE GRANT APPLICATION

NATCHITOCHES SAFE STREETS REVITALIZATION PROJECT

BENEFIT-COST ANALYSIS, PART 4 –

ANTICIPATED VEHICLE MAINTENANCE COST SAVINGS RESULTING FROM PROJECT IMPLEMENTATION

PAGE 1-OF-2

OVERVIEW

The planned resurfacing of streets in the project target area will reduce the cost of vehicle maintenance for motorists utilizing these streets. The purpose of this part of the BCA is to monetize these cost savings for inclusion in the total project benefits.

VEHICLE MAINTENANCE COST

The National Transportation Research Group, also known as TRIP, is a private nonprofit organization that researches, evaluates, and distributes economic and technical data on surface transportation issues. According to their April 2021 report entitled, “Louisiana Transportation by the Numbers,” driving on rough roads costs the average Louisiana citizen \$667 annually for vehicle maintenance. This figure will be utilized to estimate annual cost benefits that will result from the project component to resurface streets in the target area.

ESTIMATED NUMBER OF PASSENGER VEHICLES IN TARGET AREA

Since no actual traffic counts are available for the street segments to be resurfaced, the number of passenger vehicles that will be positively impacted by the project must be estimated.

According to Section 3.2 of the *City of Natchitoches Bicycle and Pedestrian Master Plan* [NBPP], there are a total of 6,485 households within the City. Part 3 of the BCA supporting documentation indicates that 8.72% of the streets in the City of Natchitoches system will be resurfaced as part of this project. Utilizing this same percentage, the number of households that are located on street segments to be resurfaced is assumed to be 8.72% of 6,485 or 565 households.

Figure 3-3 of the NBPP shows the distribution of vehicles per household around the City to be the following:

18% of HH with 0 vehicles

40% of HH with 1 vehicle

30% of HH with 2 vehicles

12% of HH with 3+ vehicles

However, Map 3-1 of the NBPP indicates that much of the area where streets are planned for resurfacing as part of this project falls into the range of 20% to 30% zero-vehicle households.

Adjusting for this factor results in the following calculation of the estimated number of vehicles to be positively impacted by the planned street resurfacing component of this project:

40% of HH with 1 vehicle x 565 = 226 vehicles

Plus 30% of HH with 2 vehicles x 565 = 339 vehicles

TOTAL = 565 Vehicles @ \$667 =

ANNUAL VEHICLE MAINTENANCE COST BENEFIT OF \$376,855 BEGINNING IN 2028

COMBINED WITH STREET MAINTENANCE SAVINGS FROM BCA PART 3:

<u>YEAR</u>	<u>ANNUAL BENEFIT FROM STREET RESURFACING</u>
2028	\$78,786 + \$376,855 = \$455,641
2029	\$84,230 + \$376,855 = \$461,085
2030	\$90,020 + \$376,855 = \$466,875
2031	\$96,179 + \$376,855 = \$473,034
2032	\$100,117 + \$376,855 = \$476,972
2033 & BEYOND	\$376,855

SOURCES OF DATA

1. TRIP report, "Louisiana Transportation by the Numbers," as found on their website
2. *City of Natchitoches Bicycle and Pedestrian Master Plan*

CITY OF NATCHITOCHEs 2022 FEDERAL RAISE GRANT APPLICATION
NATCHITOCHEs SAFE STREETS REVITALIZATION PROJECT
BENEFIT-COST ANALYSIS, PART 5 –
ANTICIPATED BENEFITS FROM PLANNED DRAINAGE IMPROVEMENTS
PAGE 1-OF-2

OVERVIEW

The planned drainage improvements from Welch Street to Holmes Street, as recommended in the 2017 study report prepared by S.E. Huey Co., consist of enlarging drainage structures and drainage channels so as to more effectively convey runoff generated within this basin resulting from the 25-year recurrence interval rainfall event, that is from a rainfall event that has 1/25 or 4% probability of occurring within any given year.

A common methodology for assessing the monetary benefits for a drainage improvement project is to determine the anticipated reduction in water surface elevation resulting from project implementation, and then to utilize this data to determine the percentage of reduction in damages to structures that have been inundated in the past and their contents, using various depth-damage relationships such as have been developed by agencies such as the U.S. Army Corps of Engineers.

For this particular project, however, no hard data exists as to the number of residential structures damaged by inundation in previous rainfall events or the depth of flooding that has previously occurred in each structure.

Therefore, the primary benefit considered to be derived from this project component is related to the reduction in potential loss of life due to drownings that could occur as a result of the volume and velocity of runoff generated during the design storm event. Observations by the City Engineer during rainfall events of even lower frequency than the design event indicate an alarming volume of stormwater runoff at high velocities overflowing the banks of the existing small drainage channel that meanders through this residential neighborhood in very close proximity to multiple dwellings. Given these conditions, one can easily envision a child being swept away to their death by these flood waters.

The very real threat of drowning death in the absence of the planned drainage improvements are borne out by the following quotes from the World Health Organization website:

- "Children who live near open water sources such as ditches . . . are especially at risk."
- "One of the factors associated with increased risk of drowning is lower socioeconomic status."
[Note: This fits the socioeconomic profile of the area for the planned drainage improvements.]
- "Flood disasters are becoming both more frequent as well as more severe and this trend is expected to continue as part of climate change."

The planned drainage improvements will help to reduce the risk of drowning death by providing for more effective conveyance of stormwater runoff in this area through enlarged drainage structures and channels that will contain the runoff without overflowing their banks.

CALCULATION OF ANNUAL BENEFITS

As stated previously, the 25-year recurrence interval design rainfall event has a 4% probability of occurring within any given year.

The Value of a Statistical Life for 2020 as found in Table A-1 of the USDOT *Benefit-Cost Analysis Guidance for Discretionary Grant Programs* dated March 2022 is \$11,600,000.

Since a drowning death could potentially occur in any given year in which the design storm occurs, the anticipated Annual Monetized Benefits resulting from the planned drainage improvements can be calculated as follows:

ANNUAL BENEFIT FROM PLANNED DRAINAGE IMPROVEMENTS = \$11,600,000 x 4% = \$464,000

SOURCES OF DATA

1. *Welch Street Drainage Study* prepared by S.E. Huey Co., 2017
2. World Health Organization website [drowning]
3. USDOT *Benefit-Cost Analysis Guidance for Discretionary Grant Programs* dated March 2022

2022 FEDERAL RAISE GRANT APPLICATION
NATCHITOCHES SAFE STREETS REVITALIZATION PROJECT
RECAP OF ESTIMATED COSTS

Project Component	Estimated Cost	Source
Construction of Improvements Outlined in Natchitoches Bike/Pedestrian Plan in Target Area	\$3,592,930	Bike/Ped Plan
+ Additional for Embankment & Drainage for Construction of Paved Shoulders	\$512,374	Calc. Worksheet
Construction of Sidewalks in Project Target Area Not Included in Bike/Ped Plan	\$4,132,150	"
Additional for Installation of Advance Warning Signs at Crosswalks	\$91,400	"
Installation of Street Lighting on Texas Street, MLK Drive, and Amulet Street	\$506,750	"
Resurfacing of Streets in Target Area	\$2,430,277	"
Additional Drainage Improvements from Welch Street to Holmes Street	\$226,321	2017 Study
TOTAL ESTIMATED CONSTRUCTION COST	\$11,492,202	
Right-of-Way for Sidewalks, Paved Shoulders, Sep. Bike Lanes, & Drainage Improvements	\$429,060	Calc. Worksheet
Utility Relocation for New Sidewalks, Paved Shos., Bike Lanes, & Drainage Improvements	\$524,506	"
TOTAL ESTIMATED COST FOR RIGHT-OF-WAY AND UTILITY RELOCATION	\$953,566	
TOTAL ESTIMATED COST FOR CONSTRUCTION, RIGHT-OF-WAY, AND UTILITIES	\$12,445,768	
Engineering [Preconstruction Engineering and Construction Engineering & Inspection] @ 10%	\$1,244,577	
LA DOTD Administration @ estimated 3%	\$373,373	
SUBTOTAL	\$14,063,718	
10% Contingency	\$1,406,372	
TOTAL ESTIMATED PROJECT COST [2020 \$]	\$15,470,090	
*Includes inflation factors to account for amount needed in expenditure year for each phase	\$17,103,272	Calc. Worksheet

CITY OF NATCHITOCHES 2022 FEDERAL RAISE GRANT APPLICATION
NATCHITOCHES SAFE STREETS REVITALIZATION PROJECT
CALCULATION WORKSHEET FOR ESTIMATED COSTS SHOWN IN “RECAP OF ESTIMATED COSTS”
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Section 1 -- Construction of Improvements Outlined in *City of Natchitoches Bicycle and Pedestrian Master Plan*

The estimated costs shown for each proposed improvement located within the project target area as listed in Table 6-4 and 6-5 on Pages 78 and 79 of this plan [hereinafter referenced as NBPP] total **\$3,557,357.**

Since the cost figures shown in the NBPP were calculated in 2019, this total will be multiplied by an inflation adjustment factor of 1.01 [from Table A-7 of the USDOT *Benefit-Cost Analysis Guidance for Discretionary Grant Programs* dated March 2022] to adjust to Year 2020 dollars. The result is the **\$3,592,930** figure shown in the “Recap of Project Costs.”

Section 2 -- Additional for Embankment and Drainage for Shoulder Widening/Paving

For two routes listed in the Bicycle and Pedestrian Plan for the construction of paved shoulders – Williams Avenue [2.034 miles from St. Clair Avenue to Blanchard Road] and Keyser Avenue [0.338 mile from Blanchard Road to Eastern City Limits – the existing narrow shoulders must be widened to a minimum width of 5 feet, which will require widening of the existing embankment, as well as relocation of the existing roadside ditches, neither of which are included in the estimated costs shown in the NBPP. Calculation of these additional costs follows, with the unit prices shown being based on recent local street rehab projects.

Embankment Material = 2.372 miles x 5280 x 2 sides x Avg. 3' fill x Avg. 7.5' width/27 x 1.3 = 27,136 Cu. Yds. of Borrow @ \$17.50 = \$474,874

Relocation of Roadside Ditches = 2.372 miles x 5280 x 2 sides / 100 = 250 Stations of Grading and Shaping Ditches @ \$150 = \$37,500

Total Additional Cost for Embankment and Drainage for Shoulder Widening/Paving = \$512,374

Section 3 -- Construction of Sidewalks in Project Target Area Not Included in Bike/Ped Plan

In addition to the sidewalks listed in the NBPP, sidewalks are to be constructed along several other main streets located within the project target area. These streets are listed below, along with calculations of the estimated cost for each, including crosswalks and ADA-compliant ramps. For the estimated unit costs shown below, guidance was obtained from a publication entitled, *Costs for Pedestrian and Bicyclist Infrastructure Improvements*, dated October 2013, which was prepared for the Federal Highway

Administration by the University of North Carolina Highway Safety Research Center. Generally, the average cost shown therein for each component was used, with some adjustments for present cost as found in the Louisiana Department of Transportation and Development's "Statewide Weighted Average Unit Prices" on the DOTD website.

<u>Street Segment</u>	<u>Length, Lin. Ft.</u>	<u>No. of Intersecting Side Streets</u>
Amulet Street [Julia to 5 th]	4,030	12
[2 sides, Howell to 5 th]	2,200 x 2	
Dixie/Sanford [Amulet to Texas]	4,730	10
Dixie Street [Texas to Gold]	3,225	7
Gold Street [Dixie to Welch]	1,500	3
Julia Street [Amulet to Lake]	425	0
Lake Street [MLK to LA-1]	3,780	10
Martin Luther King Drive	5,270	17
[2 sides, Univ. to Amulet]	1,750 x 2	
Powell [Amulet to Old Robeline]	1,350	2
Welch/Breazeale Springs	3,135 + 1,495	9
SUBTOTALS	36,840	70
Additional for Texas Street [Sidewalk cost included in NBPP]		24 + 2 mid-block
Additional for Old Robeline Road [Sidewalk cost included in NBPP]		7
TOTALS	36,840	103

Concrete Sidewalk = 36,840 Lin. Ft. @ \$35 = \$1,289,400

High-Visibility Crosswalks [Thermoplastic Pavement Markings] = 103 @ \$3,000 = \$309,000

ADA Curb Ramps = 103 x 2 = 206 @ \$2,000 = \$412,000

On the following streets, the installation of new sidewalks on portions of the following streets will necessitate that the existing roadside ditches be replaced with subsurface drainage systems in order to maintain proper drainage. Based on unit prices for recent local street rehabilitation projects, the cost for this work is estimated as follows:

Dixie Street [Stella to Gold] = 1,600 Lin. Ft.

Dixie/Sanford [Amulet to Dean] = 2,670 Lin. Ft.

Gold Street = 1,500 Lin. Ft.

Lake Street [LA-1 to Sewanne] = 760 Lin. Ft.

Old Robeline Road [cost of sidewalks included in NBPP] = 2,730 Lin. Ft.

Powell Street = 1,350 Lin. Ft.

Total = 10,610 Lin. Ft. @ est. \$175 for storm drain pipe = \$1,856,750

Plus catch basins @ 200' spacing = 10,610 Lin. Ft. / 200 = 53 CB's @ \$5,000 = \$265,000

TOTAL FOR CONSTRUCTION OF ADDITIONAL SIDEWALKS IN PROJECT TARGET AREA = \$4,132,150

Section 4 -- Additional for Installation of Advance Warning Signs at Crosswalk Locations

In advance of each mid-block crosswalk location, a W11-2 advance warning sign [30"x30"] will be placed, along with a W16-9B placard [30"x18"] with legend, "Ahead." In addition, immediately adjacent to each crosswalk, a W11-2 warning sign with solar-powered flashing beacon, along with an arrow placard [W16-7B], will be placed to mark the location at which traffic must stop for pedestrians in the crosswalk. Based on the most recent "Statewide Weighted Average Unit Prices" found on the LA DOTD website, the estimated cost for these advance signs and warning devices at each crosswalk location, in both directions of vehicular travel, is as follows:

Signs: 2 @ [(2.5'x2.5') + (2.5'x1.5')] = 20.0 Sq. Ft. @ \$35 = \$700

Square Tubing Sign Posts: 2 @ \$250 = \$500

Solar-Powered Flashing Beacons: 1 @ \$2,500 = \$2,500

TOTAL = \$3,700 PER CROSSWALK x 2 directions of travel = \$7,400 PER CROSSWALK

x [6 crosswalks at previous crash locations plus 5 additional mid-block crosswalks] = \$81,400

At two locations on Texas Street – the intersection of Welch Street and the intersection of Breda Street/Martin Luther King Drive – the planned pedestrian improvements include the installation of Rectangular Rapid Flashing Beacons [RRFB] for additional safety. Using the most recent "Statewide Weighted Average Unit Prices" found on the LA DOTD website, the estimated cost for these installations will be \$5,000 each, for a total of \$10,000.

TOTAL FOR ADVANCED WARNING SIGNS AT CROSSWALK LOCATIONS = \$91,400

Section 5 -- Installation of Overhead Street Lighting on Texas Street, Martin Luther King Drive, and Amulet Street

The estimated cost for this work is calculated as follows:

Amulet Street = 3,890 Lin. Ft. divided by 200' spacing = 20 spaces + 1 = 21 street light assemblies

MLK Drive = 5,100 Lin. Ft. divided by 200' spacing = 26 spaces + 1 = 27 street light assemblies

Texas Street = 7,500 Lin. Ft. divided by 200' spacing = 38 spaces + 1 = 39 street light assemblies

Total Estimated Cost = 87 light poles @ \$5,000 for 40' aluminum single-arm pole [from LA DOTD "Statewide Weighted Average Unit Prices"] = \$435,000

Plus 87 LED luminaires @ \$250 material cost [price quote from City of Natchitoches vendor] x estimated 1.75 for installation including labor and equipment = \$21,750

Plus estimated cost for wiring & hardware = \$50,000

TOTAL ESTIMATED COST FOR STREET LIGHTS = \$506,750

Section 6 -- Resurfacing of Streets in Project Target Area

A total of 30 individual street segments is planned for resurfacing as part of the proposed Safe Streets Revitalization Project. A cost estimate for resurfacing each street segment was previously prepared by the staff engineer for the City of Natchitoches as part of his recent evaluation of the entire City street network for funding consideration in the City's Fiscal Year 2021-22 Street Rehabilitation Program. The proposed scope of work for these streets consists of construction of a 12-inch thick cement-treated base course followed by placement of 2-inch thick asphalt surfacing. Based on the bid unit prices for recent local street rehab projects, the unit prices utilized in the cost estimates are \$13.00 per square yard for the base course and \$135 per ton for the asphalt surfacing. Totaling the individual cost estimate for each listed street segment results in an overall estimated cost of **\$2,430,277** for the street resurfacing work, which is shown in the "Recap of Estimated Costs."

Section 7 -- Drainage Improvements from Welch Street to Holmes Street

In 2017 the City of Natchitoches retained the firm of S.E. Huey Co. to investigate drainage issues that were being experienced beginning at the outlet end of an existing cross-drain structure located underneath Welch Street, just east of its intersection with J.C. Deblieux Drive, and ending at the inlet of an existing subsurface drainage system near Holmes Street, in order to address flooding of streets and residences in that area during heavy rainfall events. The result of that study was a report dated September 22, 2017, which listed several recommended improvements, along with the estimated cost for such improvements, which total \$215,544 [reference Pages 11-13 of this report]. Deducting

engineering and other costs that are covered elsewhere in this RAISE grant application, and adjusting the remaining estimated costs to 2020 dollars using an inflation rate of 1.05 from Table A-7 of the USDOT *Benefit-Cost Guidance for Discretionary Grant Programs* dated March 2022, yields the following calculations:

2017 Cost Estimate of \$215,544 less engineering @ \$29,300 = \$186,244 x 1.05 = **\$226,321**

Section 8 -- Estimated Right-of-Way Costs for Sidewalks, Paved Shoulders, Separated Bike Lanes, & Drainage Improvements

1. **Sidewalks** – Street segments where additional R/W will be needed:
Texas St. = 15,312 LF
Dixie St. [Stella to Gold] = 1,600 LF
Dixie/Sanford St. [Amulet to Dean] = 2,670 LF
Gold St. = 1,500 LF
Lake St. [LA-1 to Powell] = 1,440 LF
Old Robeline Road = 2,730 LF
Powell = 1,350 LF
Subtotal = 26,602 Lin. Ft. x est. 15' width / 43,560 = 9.16 Acres
Plus areas where small tracts will be required for sidewalk construction around power poles and other utilities to remain in place = Estimated 0.84 Acre
TOTAL = 10.0 Acres @ est. \$10,000 = \$100,000
2. **Paved Shoulders** – Street segments where additional R/W will be needed:
Keyser Ave. [Blanchard to Corp. Limit] = 0.338 mile x 2 x 5,280 x 10' width / 43,560 = 0.82 Acre @ est. \$10,000 = \$8,200
Williams Ave. [St. Clair to Blanchard] = 2.034 mile x 2 x 5,280 x 10' width / 43,560 = 4.93 Acres @ est. \$10,000 = \$49,300
TOTAL = \$57,500
3. **Separated Bike Lanes** – From *City of Natchitoches Bicycle and Pedestrian Master Plan*, the total length of separated bicycle lanes and multi-use shared paths to be constructed within the project target area is 20.007 miles. Thus, the estimated right-of-way cost is calculated as follows: 20.007 x 5,280 x 11' avg. width / 43,560 = 26.676 Acres @ est. \$10,000 = \$266,760
4. **Drainage Improvements** – Tracing out the planned drainage improvements on Google Earth yields a length of 1,050 linear feet for this work. At an estimated 20' width of additional right-of-way needed, this calculates to 0.48 acre, which, at an estimated cost of \$10,000 results in an estimated cost of \$4,800.

TOTAL ESTIMATED RIGHT-OF-WAY COST = \$429,060

Section 9 -- Estimated Utility Relocation Costs

Utility relocation costs are estimated at 10 percent of the construction cost for all planned project components that involve work that is located outside the limits of the existing roadway crown, which are listed below:

Bicycle and Pedestrian Improvements within project target area as listed in NBPP [from Section 1 above]
= \$3,557,357 Less \$240,017 portion located within existing roadway crown = \$3,317,340

Additional Sidewalks Not Included in NBPP [from Section 3 above] = \$1,289,400 + \$412,000 = \$1,701,400

Drainage Improvements from Welch St. to Holmes St. [from Section 7 above] = \$226,321

TOTAL = \$5,245,061 @ 10% = **\$524,506**

Section 10 – Amount of Funding Needed, Including Inflation Factors for Expenditures in Each Year of Project

The attachment entitled, "Anticipated Timing of Preconstruction and Construction Costs," indicates the amount of funding that will be needed in each expenditure year for each phase of work, based on the spreadsheet entitled, "Anticipated Project Development Milestones." This information was utilized to construct the "Summary of Annuitized Project Costs and Benefits" spreadsheet.

In addition, the "Anticipated Timing of Preconstruction and Construction Costs" includes an inflation factor to adjust the estimated cost for expenditures in each year of the project to the amount of funding that will actually be needed in that year. Summing the adjusted expenditure amount in each year of the project yields a total of **\$17,103,272** that will be needed for the project.

CITY OF NATCHITOCHEs 2022 FEDERAL RAISE GRANT APPLICATION
NATCHITOCHEs SAFE STREETS REVITALIZATION PROJECT
SUPPLEMENT TO "SUMMARY OF ANNUITIZED PROJECT COSTS AND BENEFITS"
SUMMARY OF PREVENTIVE MAINTENANCE AND REPLACEMENT COSTS

PAGE 1-OF-4

PART 1 – EXPECTED SERVICE LIFE OF ITEMS TO BE CONSTRUCTED

[From FHWA Safety Program Publication, *Countermeasure Service Life Guide*, dated March, 2021]

<u>Countermeasure to Be Constructed</u>	<u>Expected Service Life, Years</u>	<u>Table No. & Page</u>
Concrete Sidewalks	20	20 / 48
Asphalt Paved Shoulders	20	25 / 53
Thermoplastic Crosswalks	5	15 / 41
Advance Warning Signs	15	26 / 55
Pedestrian Signals	10	19 / 47
RRFB	10	20 / 48
Overhead Lighting	15	16 / 42
Separated Bike Lane	20	14 / 40

PART 2 – CALCULATION OF PREVENTIVE MAINTENANCE AND REPLACEMENT COSTS

NOTE: YEARS SHOWN ARE FOLLOWING PROJECT COMPLETION

Replacement of Thermoplastic Pavement Markings in Years 6, 11, & 16

1. "Sharrows" – Total length of street segments for sharrows = 9.572 miles
x 5280 / 250' spacing = 202 each + additional marking for each street segment (23)
= 225 markings @ \$400 = \$90,000
2. Crosswalks – 7 from Bike/Ped Plan
Plus 103 @ additional sidewalks in target area = 110 total @ \$3,000 = \$330,000

TOTAL FOR REPLACEMENT OF THERMOPLASTIC PAVEMENT MARKINGS = \$420,000

Times Inflation Factors: 1.10 for Year 6 = \$462,000 1.20 for Year 11 = \$504,000

1.34 for Year 16 = \$562,800

Replacement of Pedestrian Signals and RRFB's in Year 11

1. Pedestrian Signal = \$10,000 per NBPP less \$3,000 crosswalk markings = \$7,000 X 2 = \$14,000
 2. RRHB's = 2 @ \$15,569 per NBPP = \$31,138
 3. RRFB's = 2 @ \$5,000 = \$10,000 per Cost Estimate Calculation Worksheet
 4. Solar-Powered Flashing Beacons = 11 crosswalks x 2 directions of travel @ \$2,500 = \$55,000
- TOTAL = \$110,138 x 1.20 Inflation Factor = \$132,166

Replacement of Advance Warning Signs in Year 16

1. Advance signs @ crosswalks = 11 crosswalks @ [\$700 + \$500] per Cost Estimate Calculation Worksheet = \$13,200 x 2 directions of travel = \$26,400
 2. Shared Lane signing: 23 street segments x 2 = 46 signs
Plus additional signs for long segments: 1.007 mile + 1.536 + 0.96 = 3.503 miles x 2 divided by 0.5 mile spacing = 14 additional signs; Total = 60 signs x 7 Sq. Ft. @ \$35 = \$14,700
- TOTAL FOR REPLACEMENT OF ADVANCE WARNING SIGNS = \$41,100 x 1.34 = \$55,074

NOTE: There is some residual value for the remaining service life of these assets after Project Year 20 which could be calculated using straight-line depreciation, but since this value amounts to substantially less than 1% of project benefits, it will not be considered in the BCA.

Replacement of Overhead Street Lights in Year 16

From cost estimate for initial installation, 87 LED luminaires @ \$250 x 1.75 = \$21,750 x 1.34 = \$29,145

NOTE: There is some residual value for the remaining service life of these assets after Project Year 20 which could be calculated using straight-line depreciation, but since this value amounts to substantially less than 1% of project benefits, it will not be considered in the BCA.

Crack Seal Asphalt Pavements in Year 8

1. Bicycle Facilities:
Paved Shoulders = 3.105 miles x 5280 x 2 / 10' spacing x 10' length = 32,789 Lin. Ft.
Sep. Bike Lanes & Shared Lanes = 20.007 miles x 5280 / 10' spacing x 10' length = 105,637 Lin. Ft.
Subtotal = 138,426 Lin. Ft. @ \$3.00 = \$415,278 x 1.14 Inflation Factor = \$473,417
2. Streets to be resurfaced = 23,010 Lin. Ft. / 10' spacing x 18' length = 41,418 Lin. Ft.
@ \$3.00 = \$124,254 x 1.14 Inflation Factor = \$141,65

Asphaltic Surface Treatment in Year 13

1. Bicycle Facilities: 3.105 miles of Paved Shoulders = 3.105 miles
Separated Bike Lanes & Shared Use Lanes = 20.007 miles divided 2 = 10.004 equivalent miles of two-lane roadway
Subtotal = 13.109 miles @ \$85,000 = \$1,114,265 x 1.23 Inflation Factor = \$1,370,546
2. Streets to be resurfaced = 23,010 / 5280 = 4.358 miles @ \$85,000 = \$370,430 x 1.23 = \$455,629

Maintenance of Drainage Improvements

Assume that maintenance of the new drainage channels will consist of annual spraying with herbicide to control vegetation growth, which will be done by the City of Natchitoches Public Works Department at an estimated annual cost of \$500 per year, adjusted by 2% per year for inflation.

At Years 6, 11, and 16 following project completion, removal of silt deposits will be required by City forces. These costs are estimated as follows:

2 days @ 8 hours per day @ \$150 for crew = \$2,400

x 1.10 Inflation Factor for Year 6 = \$2,640 + \$552 inflated cost for herbicide spraying = \$3,192

x 1.20 Inflation Factor for Year 11 = \$2,880 + \$610 inflated cost for herbicide spraying = \$3,490

x 1.34 Inflation Factor for Year 16 = \$3,216 + \$673 inflated cost for herbicide spraying = \$3,889

**PART 3 – SUMMARY OF PREVENTIVE MAINTENANCE AND REPLACEMENT COSTS BY YEAR
FOLLOWING PROJECT COMPLETION**

ANNUALLY: Herbicide spraying @ \$570 in 2028 plus inflation factor of 2% per year

YEAR 6: 1) Replace Thermoplastic Pavement Markings @ \$462,000

2) Remove silt deposits in drainage channels plus herbicide spraying @ \$3,192

YEAR 8: 1) Crack Seal Bicycle Facilities @ \$473,417

2) Crack Seal Resurfaced Streets @ \$141,650

3) Herbicide spraying of drainage channels @ \$654

YEAR 11: 1) Replace Thermoplastic Pavement Markings @ \$504,000

2) Replace Pedestrian Signals & RRFB's @ \$132,166

TOTAL [BIKE/PED]= \$636,166

3) Remove silt deposits in drainage channels plus herbicide spraying @ \$3,490

YEAR 13: 1) Apply Asphaltic Surface Treatment on Bicycle Facilities @ \$1,370,546

2) Apply Asphaltic Surface Treatment on Resurfaced Streets @ \$455,629

3) Herbicide spraying of drainage channels @ \$723

YEAR 16: 1) Replace Thermoplastic Pavement Markings @ \$562,800

2) Replace Advance Warning Signs @ \$55,074

TOTAL FOR BIKE/PED FACILITIES = \$617,874

3) Replace Luminaires in Overhead Street Lights @ \$29,145

4) Remove silt deposits in drainage channels plus herbicide spraying @ \$3,889

CITY OF NATCHITOCHEs 2022 FEDERAL RAISE GRANT APPLICATION
NATCHITOCHEs SAFE STREETS REVITALIZATION PROJECT
ANTICIPATED TIMING OF PRECONSTRUCTION AND CONSTRUCTION COSTS

Calendar Year 2023

83% of Engineering Design = 83% of \$1,244,577 divided by 2 = \$516,499

20% of LA DOTD Administration = 20% of \$373,373 = \$74,675

TOTAL = \$591,174 x 1.10 Contingency = \$650,291 x 1.05 Inflation Factor = \$682,806

Calendar Year 2024

Remaining 17% of Engineering Design = \$105,790

50% of Right-of-Way = 50% of \$429,060 = \$214,530

20% of LA DOTD Administration = \$74,675

TOTAL = \$394,995 x 1.10 Contingency = \$434,494 x 1.07 Inflation Factor = \$464,909

Calendar Year 2025

Remaining 50% of Right-of-Way = \$214,530

20% of LA DOTD Administration = \$74,675

TOTAL = \$289,205 x 1.10 Contingency = \$318,126 x 1.09 Inflation Factor = \$346,757

Calendar Year 2026

50% of Construction = 50% of \$11,492,202 = \$5,746,101

100% of Utility Relocation = \$524,506

50% of CE&I = 50% of \$1,244,577 divided by 2 = \$311,144

20% of LA DOTD Administration = \$74,675

TOTAL = \$6,656,426 x 1.10 Contingency = \$7,322,069 x 1.10 Inflation Factor = \$8,054,275

Calendar Year 2027

Remaining 50% of Construction = \$5,746,101

Remaining 50% of CE&I = \$311,144

Remaining 20% of LA DOTD Administration = \$74,675

TOTAL = \$6,131,920 x 1.10 Contingency = \$6,745,112 x 1.12 Inflation Factor = \$7,554,525

TOTAL FUNDING NEEDED INCLUDING INFLATION FACTORS FOR EXPENDITURE YEARS = \$17,103,272

2022 FEDERAL RAISE GRANT APPLICATION
NATCHITOCHES SAFE STREETS REVITALIZATION PROJECT
ANTICIPATED PROJECT DEVELOPMENT MILESTONES

Project Activity	Anticipated Start	Anticipated Completion
Funding Approval		8/12/2022
Execute Project Agreement with FHWA	8/13/2022	11/13/2022
Procure Engineering Design Firm	11/14/2022	2/28/2023
Survey, Design, & Plan Development	3/1/2023	2/28/2024
Add Project to Statewide Transportation Improvement Plan *	11/14/2022	2/28/2023
NEPA Environmental Clearance *	4/1/2023	1/31/2024
Obtain Regulatory Permits *	4/1/2023	12/31/2023
Approval of Final Plans, Specs, and Cost Estimate / Obligation of Federal Funds	3/1/2024	5/31/2024
Right-of-Way Appraisal & Acquisition [including review by LA DOTD & FHWA]	6/1/2024	5/31/2025
Preparation for Letting	6/1/2025	6/30/2025
Bid Advertisement	7/1/2025	7/31/2025
Bid Review / Contract Award & Execution / Schedule Pre-Construction Conference	8/1/2025	11/30/2025
Utility Relocation *	12/1/2025	5/31/2025
Construction	12/1/2025	12/31/2027

* The noted activities are concurrent with other project activities.

**CITY OF NATCHITOCHES FEDERAL RAISE GRANT APPLICATION
PEDESTRIAN CRASHES, 2012-2020**

STREET NAME		NEAREST INT.	SEVERITY	COMMENTS
E 3RD ST		JEAN MARIE ST	D	NBPP [Med.] - Sidewalk
2ND ST		CHURCH ST	B	App. - Add Crosswalk
NORTH ST		THOMAS ST	D	Not included in NBPP or App.
KEYSER		WILLIAMS AVE	E	NBPP [High] - Crosswalk
ABBIE DR		CLARENCE DR	C	Not included in NBPP or App.
SARA ST		DIXIE ST	D	RAISE App. - Sidewalk
WASHINGTON		FLORA ST	C	NBPP [Med.] - Paved Sho.
THIRD		CHURCH ST	C	App. - Add Crosswalk
WASHINGTON		MARYLAND RD	D	Not within project scope
LAKE ST		PRATHER ST	C	RAISE App. - Sidewalk
MARTIN LUTHER KING JR		PAVIE ST	C	RAISE App. - SW & Lighting
DEAN ST		DIXIE ST	D	RAISE App. - Sidewalk
HWY 3110		DEAN ST	E	NBPP [Med.] - Paved Sho.
STELLA ST		NORTHERN ST	C	Not included in NBPP or App.
KEYSER		N MELROSE AVE	A	NBPP [High] - Crosswalk
2ND ST		CHURCH STREET	C	App. - Add Crosswalk
KINGSTON DR		KELLY ST	C	Not included in NBPP or App.
TEXAS		DIXIE ST	C	Roundabout Project Site
RAPIDES		REBA ST	C	NBPP [High] - Sidewalk
FAIRGROUNDS RD		UNNAMED	C	NBPP [High] - Sidewalk
WOODYARD DR		STATE RTE 1	E	NBPP [High] - Sidewalk

BRAHMA DR		DEAN ST	C	Not included in NBPP or App.
AMULET ST		SANFORD ST	D	RAISE App. - SW & Lighting
THIRD		CHURCH STREET	C	App. - Add Crosswalk
BERRY AVE		ANITA ST	D	Not included in NBPP or App.
HOWELL ST		THOMAS ST	A	RAISE App. - Mark Crosswalk
BERRY AVE		DOROTHY ST	C	RAISE App. - Mark Crosswalk
KEYSER		EAST FIFTH ST	D	App. - Crosswalk w/Ped signal
RAPIDES		AIRPORT RD	D	NBPP [High] - Sidewalk
ROWENA ST		4TH ST	C	Not included in NBPP or App.
SECOND		CHURCH ST	C	App. - Add Crosswalk
KEYSER		1 SOUTH DRIVE	C	NBPP - No ped improvements
CHURCH		SECOND ST	C	App - Crosswalk w/RRFB
SANFORD ST		DIXIE ST	D	RAISE App. - Sidewalk
HEDGES ST		AMULET ST	C	RAISE App. - SW & Lighting
OLD ROBELINE RD		LAKE ST	C	NBPP [Med.] - Sidewalk
ABBIE DR		JOLLY ST	D	Not included in NBPP or App.
DEAN ST		JULY ST	D	Not included in NBPP or App.
UNIVERSITY		BEHAN ST	B	NBPP [High] - Sidewalk
TEXAS		BREDA AVE	D	App-SW/Lighting/XW wRRFB
WILLIAMS		HENRY AVE	E	NBPP [High] - Sidewalk
LAKE ST		HIGH ST	D	Not included in NBPP or App.
AMANDA ST		OLD ROBELINE RD	B	NBPP [Med.] - Sidewalk
DEAN ST		ANITA ST	C	Not included in NBPP or App.
OLD ROBELINE RD		POWELL ST	D	NBPP [Med.] - Sidewalk

BEVERLY RISE		SANTA CLARA PL	D	Not included in NBPP or App.
DIXIE ST		BERRY AVE	D	RAISE App. -- Sidewalk
HIGHLAND PARK DR		N 5TH ST	D	Not included in NBPP or App.
MARTIN LUTHER KING JR DR		BERRY AVE	C	RAISE App. - SW & Lighting
GEORGIA ANN ST		SARA ST	B	Not included in NBPP or App.
2ND ST		LAFAYETTE ST	D	App. - Add Crosswalk
TEXAS		WELCH ST	D	NBPP [High] - SW & Lighting
OLD ROBELINE RD		HEDGES ST	D	NBPP [Med.] - Sidewalk
HANCOCK AVE		STATE RTE 1	D	NBPP [Med.] - Sidewalk
KEYSER		1 SOUTH DRIVE	E	NBPP - No ped improvements
UNIVERSITY		SECOND ST	C	NBPP [High] - Sidewalk
		MILLER DR	E	Outside corporate limits
2ND ST		ST DENIS ST	B	NBPP - No ped improvements
ESTHER ST		W LAKESHORE DR	C	Not included in NBPP or App.
LEE ST [MLK DRIVE]		AMULET ST	D	RAISE App. - SW & Lighting
DEAN ST		JULY ST	C	Not included in NBPP or App.
KEYSER		E 6TH ST	E	NBPP [High] - Install RRHB
2ND ST		AMULET ST	E	Not included in NBPP or App.
MYRTLE DR		N 5TH ST	C	Not included in NBPP or App.
TEXAS		WEST 5TH ST	C	NBPP [High] - SW & Lighting
UNIVERSITY		TARLTON DRIVE	D	NBPP [High] - Sidewalk
KEYSER		EAST FIFTH STREET	E	App. - Crosswalk w/Ped signal
HORN ST		LA 6 BUS	C	Not included in NBPP or App.

SAM SIBLEY DR		DEMON DR	E	NBPP - No ped improvements
PAVIE ST		6TH ST	D	RAISE App. - Crosswalk
HILL AVE		DOROTHY ST	C	RAISE App. - Crosswalk
NORTH ST		TRUDEAU ST	C	Not included in NBPP or App.
TOULINE		2ND ST	C	NBPP - No ped improvements
KEYSER AVE		E 3RD ST	D	NBPP [High] - XW & Ped Signal
2ND ST		PAVIE ST	C	NBPP - No ped improvements
GRAYSON ST		ANITA ST	D	RAISE App. - No ped impr.
TEXAS ST		BERRY AVE	C	NBPP [High] - SW & Lighting
BERRY AVE		DIXIE ST	D	RAISE App. - Sidewalk
GRAYSON ST		MEADOWS DR	D	Not included in NBPP or App.
LA 3191		LA 1	D	NBPP [Med.] - Paved Sho.
CHURCH		6 FRONT ST	D	App. - Crosswalk w/Ped signal
CEDAR GROVE		DOGWOOD CT	B	Outside corporate limits
SOUTH		WOODYARD DRIVE	D	NBPP [Med.] - Sidewalk
UNIVERSITY		CHESTER LN	A	NBPP - No ped improvements
2ND ST		LAFAYETTE ST	D	NBPP - No ped improvements
FRONT		HORN ST	C	Not included in NBPP or App.
WASHINGTON		FLORA STREET	A	NBPP [Med.] - Paved Sho.
LA 1 BYPASS		HWY 6	A	NBPP [Med.] - Paved Sho.
JEFFERSON ST		KEYSER	D	Not included in NBPP or App.
FRONT ST		CHURCH ST.	D	App. - Crosswalk w/Ped signal
KEYSER AVE		E. 5TH	D	App. - Crosswalk w/Ped signal
KEYSER AVE		PARKWAY DR	C	NBPP - No Ped improvements

TEXAS ST		MLK DRIVE	D	App-SW/Lighting/XW wRRFB
CHURCH		THIRD	C	App - Add Crosswalk
WILLIAMS		CARVER	D	NBPP [High] - Sidewalk

CITY OF NATCHITOCHEs FEDERAL RAISE GRANT APPLICATION
BICYCLE CRASHES, 2012-2020

STREET NAME		NEAREST INT.	SEVERITY	COMMENTS
KEYSER		E 6TH ST	D	NBPP [High] - RRHB
KEYSER		SOUTH DRIVE	C	NBPP [High] - Sep. Bike Lane
POSEY ST		JEANSONNE ST	D	Not included in NBPP or App.
E 5TH ST		E BIENVILLE ST	D	NBPP [Med.] - Shared Lane
CHURCH		2ND ST	D	NBPP [High] - Bike Lane
WASHINGTON		FLORA STREET	C	NBPP [Med.] - Paved Sho.
WASHINGTON		HIGHLAND PARK DR	D	NBPP [Med.] - Bike Lane
SOUTH WILLIAMS		KEYSER AVENUE	C	NBPP [Med.] - Sep. Bike Lane
KEYSER		SOUTH DR	E	NBPP [High] - Sep. Bike Lane
WILLIAMS		SCARBOROUGH AVE	D	NBPP [High] - Bike Lane
E 5TH ST		KEYSER AVE	D	NBPP [Med.] - Shared Lane
DEAN ST		HOPE ST	E	Not included in NBPP or App.
KEYSER		WALMART	D	NBPP [High] - Sep. Bike Lane
DEAN ST		JULY ST	E	Not included in NBPP or App.
NORTHERN ST		BIVENS ST	E	Not included in NBPP or App.
UNIVERSITY		CYPRESS AVENUE	D	NBPP [High] - Bike Lane
LEE ST [MLK DRIVE]		BOSSIER ST	E	NBPP [High] - Shared Lane
STEPHENS AVE		E 5TH ST	C	NBPP [High] - Shared Lane
AMULET ST		NORTH ST	E	RAISE App. - Street Lighting
WOODYARD DR		FISH HATCHERY DR	D	NBPP [Med.] - Sep. Bike Lane
DIXIE ST		BERRY AVE	D	RAISE App., but no bike impr.

TEXAS		SIXTH STREET	C	Sep. Bike Lane & Lighting
KEYSER		YOUNGER BLVD	D	NBPP [High] - Bike Lane
SOUTH		HANCOCK AVENUE	C	NBPP [Med.] - Sep. Bike Lane
KEYSER AVE		BEAUFORT BLVD	D	NBPP [High] - Sep. Bike Lane
LA 1 BUS		KEYSER AVE	D	NBPP [High] - Sep. Bike Lane
KERRY ST		HAMPTON ST	E	Not included in NBPP or App.
LAKE ST		POWELL ST	E	RAISE App. - No bike impr.
WASHINGTON ST		HIGHLAND PARK DR	C	NBPP [Med.] - Bike Lane
TEXAS ST		BERRY AVE	A	Sep. Bike Lane & Lighting
KOONCE ST		HILL AVE	C	Not included in NBPP or App.
WASHINGTON ST		LA-6 BYPASS	C	NPBB [Med.] - Sep. Bike Lane

B. City of Hermiston EDA Grant Award

We selected our \$1.46 million application to EDA's Public Works and Economic Adjustment Assistance program on behalf of the City of Hermiston because the City of Ontario is also EDA-eligible. Hermiston's EDA application was awarded with no conditions or changes to the original grant application.

If Merchant McIntyre is selected as your grant writing service, we fully intend to win an EDA grant for Ontario. EDA grants can be used for infrastructure, workforce development initiatives, and other projects that support the creation of jobs.



ED-900 – General Application for EDA Programs

A. Applicant Information

A.1. EDA Application Identifier (if available):

A.2. Please identify all applicants for this project:

	Name	SAM.gov CAGE Code	SAM.gov Registration Expiration Date	Fiscal Year End Date (mm/dd)
Lead Applicant	City of Hermiston	5BE37	07/01/2020	12/31
Co-Applicant 1				

B. Project Information

B.1. Provide a geographical definition of the region to be served by the investment (project), including the specific geographic location of the project within the region.

The project will be located in western Umatilla County, Oregon, located entirely within the city limits of Hermiston, and specifically in the southeast industrial region of the city between US Highway 395 and SE Penney Avenue.

The greater Hermiston area's economy is heavily dependent on agriculture, and to a lesser-extent transportation/warehousing. Hermiston is the employment, residential, commercial, services, and cultural hub for this area which generally includes western Umatilla, and northern Morrow counties, and is located approximately 30-40 minutes south of the Tri-Cities (Kennewick-Richland-Pasco), Washington.

The proximity of Hermiston to the Tri-Cities has caused certain segments of the local economy to stagnate over the past 20-30 years, while others have grown. The result is that the Hermiston area's overall employment mix has become more and more heavily skewed toward relatively large employers tied to the area's agricultural, transportation, and other natural resources.

B.2. Describe and outline the scope of work for the proposed EDA investment, including a list of tasks to be undertaken.

Description/Scope of Work. This project will install approximately 4,500 linear feet of new 8" water main, approximately 4,000LF of new 6" sewer main, and approximately 4,500LF of new asphalt roadway. The bulk of the project will occur in existing city street right of way identified as SE 10th, which exists as dedicated Right of Way, but has never been constructed. The remainder of the project will occur within a new street right of way to be dedicated by the Port of Umatilla within a 40 acre parcel owned by the Port.

Project Purpose. The purpose of this project is to create approximately 16 new "shovel ready" small-acreage (1-2ac.) light industrial parcels, as well as 2-3 larger "shovel ready" light industrial parcels (5-10ac.), while simultaneously assisting in the development of two potential new warehousing operations to be located on approximately 46 acres of adjacent land.

This project will reduce costs and help incentivize the location of two immediate development prospects, outlined in I.A.3 of the ED-900P. The approximately 60 direct new full-time jobs will have a long-term benefit on the community. Additionally, Meyer Distributing has shown an interest in further expanding their warehouse space in the future. This project will bring an additional approximately 50 acres of light industrial ground up to "shovel ready" status, to be marketed in relatively small parcels (1-10 ac.) over the coming 20-30 years.

Resulting New Development. The proposed improvements will directly benefit and are necessary to complete development of the following potential operations:

- Meyer Distributing (200,000SF Autoparts Warehouse): This company, through its real estate arm, Starline Properties, has deposited earnest money and is in the due-diligence phase to acquire the 38 acre parcel located immediately West of these improvements at the corner of SE Penny Ave, and the future SE 10th Street. Meyer Distributing anticipates hiring approximately 50-60 warehouse workers upon completion and hopes to expand this operation with future phases.
- Confidential Client (Tire Warehouse): This company, although requesting to remain confidential, is in the due-diligence phase to acquire the 5-8 acres parcel located within the SHIP area owned by the Port of Umatilla. This company will be using this site as a warehouse to reach its retail clients throughout the Pacific Northwest.

B.3. Economic development needs

B.3.a. Does the region in which the project will be located have a Comprehensive Economic Development Strategy (CEDS)?

☒ Yes If Yes, what is the source?

Greater Eastern Oregon Development Corporation

☐ No If No, then please check one:

☐ B.3.a.i. An alternate strategic planning document that governs this investment is attached.

Add Attachment

Delete Attachment

View Attachment

☐ B.3.a.ii. This investment is to develop a "strategy grant" to develop, update or refine a CEDS.

☐ N/A – Not Applicable

B.3.b. Describe the economic conditions of your region. Define the economic development need to be addressed by the proposed EDA investment and explain how the proposed investment will address that need.

GEODC is reportedly the geographically largest Economic Development District in the nation. This vast region borders the states of Washington on the north and Nevada on the south, a distance of about 280 miles. It extends from the central Oregon corridor to the west, to the Idaho border on the east.

From 2000 to 2010, all counties in the district lost population except Morrow and Umatilla counties. This population decline is exacerbated by high poverty rates and low educational attainment.

The region is marked by several economic assets and natural resources, but has experienced substantial job loss events in recent years. The district lost jobs at a slower rate during the recession but recovered more slowly than other areas of Oregon after the recession, which points to the difference in diversification of industries in the district.

B.4. Applicant's capability

Briefly describe the applicant's capability to administer, implement, and maintain the project.

The City of Hermiston has administered, implemented, and maintained similarly sized construction projects in the past and is fully prepared to successfully execute the South Hermiston Industrial Park project.

B.5. List and describe the strategic partners and organizations to be engaged in this project

Project partners to the City of Hermiston for the South Hermiston Industrial Park include the Port of Umatilla, Umatilla County, the Greater Eastern Oregon Economic Development Corporation, and several local and regional businesses.

B.6. Describe the investment (project) impact and fit with EDA funding priorities

As described in the attached beneficiary forms and letters, the impact of the South Hermiston Industrial Park will be significant. New jobs will be created and substantial private investment will be made in Hermiston that would otherwise not have been made. This is all the more critical given recent job losses as Hermiston Foods and Union Pacific Railroad have conducted layoffs in recent years (up to this spring).

The project aligns with EDA Investment Priority #2. Critical Infrastructure: Projects that establish the fundamental building blocks of a prosperous and innovation-centric economy and a secure platform for American business, including physical (e.g., broadband, energy, roads, water, sewer) and other economic infrastructure.

B.7. Identify the proposed time schedule for the project

(Estimated) Date	Description
January 2020	Design work order executed.
February 2020	Conduct site survey.
April 2020	Present draft design plans.
May 2020	Finalize and approve design.

May 2020	Advertise for construction.
June 2020	Open bids.
June 2020	City awards construction contract.
July 2020	Issue notice to proceed.
July 2020	Begin project construction.
October-December 2020	Project construction completed.

B.8. Economic impacts of the project

B.8.a. Please describe the economic impacts of the project:

This project will reduce costs, and help incentivize the location of two immediate development prospects, outlined previously. The new full-time jobs will have a long-term benefit on the community. Additionally, Meyer Distributing has shown an interest in further expanding their warehouse space in the future. Additionally, this project will bring an additional approximately 50 acres of light industrial ground up to "shovel ready" status, to be marketed in relatively small parcels (1-10 ac.) over the coming 20-30 years.

B.8.b. Please identify the total estimated jobs and private investment that is expected to be generated by this project:

Estimated Jobs Created	Estimated Jobs Retained	Estimated Private Investment
250	0	\$70,000,000.00

B.8.c. Please identify the source of Estimates above (check as many as apply):

- ☒ Letters from Beneficiaries of the Project
☐ Input/Output Model (e.g. IMPLAN, REMI)
☐ Comparison to Similar Projects
☐ Other Method (specify below)

B.9. Beneficiaries of the project

Beneficiary Name	NAICS Code	Estimated Jobs Created	Estimated Jobs Retained	Estimated Private Investment
Starline dba Meyer Distributin	423990	250	0	\$70,000,000.00
Total		250	0	\$70,000,000.00

B.10. Non-EDA funding for the project

B.10.a. Are all non-EDA funds committed to the project, available as needed, and not conditioned or encumbered in any way that would preclude their use consistent with the purpose of the project?

- ☒ Yes
 ☐ No (explain below)

B.10.b. Identify the source, nature and amount of all non-EDA funds.

Source	Amount	Date Available	Type	Restriction/Comments
City of Hermiston	\$1,412,000.00	01/01/2020	Cash	None
Umatilla County	\$50,000.00	01/01/2020	Cash	None

B.10.c. Does the applicant plan to seek other federal financial assistance as part of or in connection with this project? If so, please describe the source, amount and any terms and conditions of the funding, and when the funding will be available for use by the applicant.

☐ Yes (explain below) ☒ No

B.10.d. Please attach documentation confirming non-EDA (matching or cost share) funding:

Resolution of Authorization

Add Attachment

Delete Attachment

View Attachment

B.11. Justification for sole source procurement

Will you contract work to complete part or all of this project?

☐ B.11.a. No

☒ B.11.b. Yes If yes, will contracts be awarded by competitive bid?

☒ B.11.b.i. Yes

☐ B.11.b.ii. No

If contracts will not be awarded by competitive bid, please provide a justification. A cost analysis will be necessary when adequate price competition is lacking, and for sole source procurements.

B.12. Equipment

Will any funds be used to purchase equipment?

☒ B.12.a. No

☐ B.12.b. Yes

If yes, will project funding be used to install the equipment?

☐ Yes

☐ No

Please attach a list, including cost, description, purpose, and estimated useful life of any equipment that will be purchased as a part of this project.

Add Attachment

Delete Attachment

View Attachment

C. Regional Eligibility

C.1. Region

Define the area/region that is the basis for the applicant's claim of eligibility. EDA will review and evaluate documentation submitted by the applicant to verify and determine eligibility.

The region used as the basis for eligibility will be narrowly defined to be the City Limits of Hermiston itself, although the greater-Hermiston area also qualifies.

Per Capita Income: Hermiston's per-capita income (PCI) of \$21,010 was 67.4% of the United States' PCI (\$31,177), and 69.1% of the State of Oregon's PCI (\$30,410) according to the U.S. Census' 2017 American Community Survey. A broader analysis of Umatilla County as a whole reveals that the county-wide PCI of \$22,153 (71.1%) is still well under the 80% threshold for eligibility.

Special Need: Hermiston Foods (a vegetable processor) officially notified the State of Oregon of a pending mass layoff of 330 employees on July 5, 2017, and the official closure of the plant, with final cessation of operations occurring on November 30, 2017. Union Pacific Railroad issued a WARN Notice on May 21, 2019 announcing its intention to abolish 195 positions at its Hermiston Hinkle railyard. These two mass layoffs alone correlate to 6.6% of Hermiston's 8,004 Civilian Labor Force, as estimated by the U.S. Census' 2017 American Community Survey.

C.2. Economic Distress

Check all that apply in establishing regional eligibility (see NOFO for more details):

☐ C.2.A. Unemployment rate

☐ C.2.B. Per capita income

☒ C.2.C. Special need, including:

- ☐ Substantial out-migration or population loss;
- ☐ Underemployment; that is, employment of workers at less than full-time or at less skilled tasks than their training or abilities permit;
- ☐ Military base closure or realignment, defense contractor reductions-in-force, or U.S. Department of Energy defense-related funding reductions;
- ☐ Natural or other major disasters or emergencies;
- ☐ Extraordinary depletion of natural resources;
- ☒ Closing or restructuring of an industrial firm or loss of other major employer;
- ☐ Negative effects of changing trade patterns; or
- ☐ Other circumstances set forth in the applicable NOFO (please explain below).

C.3. Substantial Direct Benefit

If the project does not meet any of the criteria above, is it located in an Economic Development District (EDD), and will it provide substantial direct benefit to residents of an area within that EDD that does meet the distress criteria?

☐ Yes

☐ No

Which Economic Development District?

Please explain how the proposed project will provide a substantial direct benefit to this geographic area within the EDD.

C.4. Source of data provided for regional eligibility determination

Check the box denoting what data source you used to establish eligibility:

☐ C.4.a. The most recent ACS data published by the U.S. Census Bureau.

☐ C.4.b. The most recent Bureau of Labor Statistics Data.

☐ C.4.c. The most recent other federal data for the region in which the project is located (e.g., U.S. Census Bureau or the Bureaus of Economic Analysis, Labor Statistics, Indian Affairs, etc.).

☐ C.4.d. If no federal data are available, the most recent data available through the state government for the region in which the project is located.

- ☒ C.4.e. Other data to substantiate regional eligibility based on a "Special Need" as defined in 13 C.F.R. § 300.3.

Please attach a copy of the documentation used to support your claim of eligibility:

Hermiston Layoffs Public Ne

Add Attachment

Delete Attachment

View Attachment

D. Budget and Staffing

To be completed by applicants for non-construction assistance only

D.1. Budget justification

D.2. Indirect costs

D.3. Key applicant staff

E. Administrative Requirements

E.1. Civil rights

E.1.a. Does the applicant understand and agree to comply with all applicable civil rights requirements (see 13 C.F.R. § 302.20)?

☒ Yes

☐ No (explain below)

E.1.b. Do identified "Other Parties" (as listed in question B.9.), businesses that will create and/or save fifteen or more jobs as a result of the EDA project, understand and agree to comply with all applicable civil rights requirements under 13 C.F.R. § 302.20, including the requirement to provide signed assurances of compliance (ED-900B)?

☐ Not Applicable (No Other Parties Identified)

☒ Yes

☐ No (explain below)

E.2. Lobbying certifications

Will you be able to comply with federal requirements regarding lobbying?

☒ Yes

☐ No (explain below)

E.3. Compliance with Executive Order 12372, State Single Point of Contact (SPOC)

Does the state in which the project will be located have a project review process that requires submission to a Single Point of Contact (SPOC)?

☒ E.3.a. No. Go to Question E.4

☐ E.3.b. Yes

If Yes, does this request for EDA investment assistance meet the SPOC process established by the state?

☐ E.3.b.i. No ☐ E.3.b.ii. Yes

Please explain why not

If Yes, were SPOC comments/clearance received?

☐ E.3.b.ii.a. Yes

Please attach the comments/clearance:

Add Attachment

Delete Attachment

View Attachment

☐ E.3.b.ii.b. No. The review period has expired and no comments were received.

☐ E.3.b.ii.c. No. Comments have been requested but the review period has not yet expired.

Please attach evidence of your request for comments:

Add Attachment

Delete Attachment

View Attachment

E.4. Single Audit Act Requirement

E.4.a. Does the applicant understand and agree to the requirements of subpart F of 2 C.F.R. part 200 regarding federal audits?

☒ Yes

☐ No

E.4.b. Is the applicant currently audited under the Single Audit Act?

☒ E.4.b.i. No

☐ E.4.b.ii. Yes, If yes:

E.4.b.ii.a. What is the date of the most recent audit?

E.4.b.ii.b. Was this audit submitted to the Federal Audit Clearinghouse?

☐ Yes

☐ No

F. Requirements for Non-Governmental Applicants (Excluding Public Universities and Certain District Organizations)

As indicated below, non-governmental applicants (excluding public universities and district organizations) must also provide a copy of the following items, either using the Attachments form that is part of the application package downloaded from www.Grants.gov or providing a hard copy.

- F.1. Non-profit organizations must provide a current Certificate of Good Standing from the State in which they are incorporated.

[Add Attachment](#)[Delete Attachment](#)[View Attachment](#)

- F.2. New non-profit organization applicants must provide their Articles of Incorporation and By-Laws. Non-profits with an active EDA grant must either provide a) a revised copy of their Articles of Incorporation or By-Laws if these have been amended or b) a statement certifying that there has been no change in the organization's Articles of Incorporation or By-Laws.

[Add Attachment](#)[Delete Attachment](#)[View Attachment](#)

- F.3. Non-profit organizations must provide a resolution passed by a general purpose political subdivision of a State (e.g., local government entity) or a letter signed by an authorized representative of a local government acknowledging that the applicant is acting in cooperation with officials of the political subdivision. EDA may waive this requirement for certain projects of significant regional or national scope (see 13 CFR § 301.2(b)).

[Add Attachment](#)[Delete Attachment](#)[View Attachment](#)

- F.4. If applying for a construction or RLF investment, an applicant must afford the appropriate general purpose governmental authority a minimum of 15 days to review and comment on the proposed project (13 CFR § 302.9(a)).

Will the applicant be able to provide these comments?

☐ Yes

☐ Not applicable, because the applicant is not applying for a construction or RLF grant

☐ Not applicable, because this requirement has been satisfied under an existing RLF plan

☐ No, for another reason (explain below)

Instructions for Form ED-900

A. Applicant Information

A.1. EDA Application Identifier – If EDA has previously provided an identifier for your proposal/application, please enter that identifier here. Otherwise, leave blank.

A.2. Please identify all applicants for this project:

The Lead Applicant should be the party who is responsible for handling disbursement of funds and reporting to EDA.

Note that Sam.gov registration is required of all EDA applicants and awardees. Please list the relevant CAGE Code and SAM.gov expiration data for all applicants and co-applicants (if any).

B. Project Information

B.1. Provide a geographical definition of the region to be served by the investment (project), including the specific geographic location of the project within the region.

Clearly and concisely describe the region where the project will be located, including the specific geographic location of the project within the region, as well as background on the assets of the area, which may include clusters, and workforce, physical, educational and financial infrastructure.

B.2. Describe and outline the scope of work for the proposed EDA investment, including a list of tasks to be undertaken.

List specific activities that will be undertaken and the specific deliverables that will be produced as a result of this investment. The description of the proposed project must include a clear statement of the overall purpose of the project.

Applicants for construction assistance (including design and engineering assistance) should also include a statement of project components. Indicate if the proposed project involves the construction of a new facility or facilities or the enlargement, expansion, renovation, or replacement of an existing facility or facilities. Describe the existing facility and proposed project components in terms of dimensions, capacities, quantities, etc.

Applicants for Partnership Planning Assistance should provide a narrative on the economic development activities that will be undertaken including managing and maintaining the CEDS process.

Applicants for Short Term Planning Assistance should provide a narrative explaining how the proposed scope of work will enhance economic development planning capacity of the identified region. Include any relationship or collaboration with other public and private entities. Please explain how the strategy will expand the capacity of public officials and economic development organizations to work effectively with employers and enable the region to plan and coordinate the use of available resources to support economic recovery and the development of a regional economy and/or develop innovative approaches to economic revitalization in the region.

Applicants for State Planning Assistance should provide a narrative outlining the proposed scope of work for the project. Include the relationship to any existing CEDS or similar planning processes in the region and the goals and objectives of the proposed project.

B.3. Economic development needs

Except for grants to fund developing, updating or refining a CEDS as described in 13 C.F.R. § 303.7, the region in which Public Works or Economic Adjustment projects will be located must have a CEDS with which the project is consistent.

B.3.a. Does the region in which the project will be located have a Comprehensive Economic Development Strategy (CEDS)?

If Yes, what is the source? *Note: If you are unsure if your region has a CEDS, please contact your local District Organization. In areas without a District Organization, CEDS may also be obtained at the City, County, or State level.*

If No, then please check one of the indicated options:

B.3.a.i. There is an alternate strategic planning document that will govern this investment. Please identify the strategy and provide a copy of this planning document, either by attaching the document to this application or submitting a hard copy.

B.3.a.ii. This investment is to create a strategy plan to develop, update or refine a CEDS. Please explain how the strategy will expand the capacity of public officials and economic development organizations to work effectively with employers and enable the region to plan and coordinate the use of available resources to support economic recovery and the development of a regional economy and/or develop innovative approaches to economic revitalization in the region.

B.3.b. Briefly describe the economic conditions of the region described in B.1, as well as the economic adjustment problems or economic dislocations the region has experienced (or is about to experience) and the regional impact of these conditions. How does the project address the economic development needs of the region and the goals and objectives of the CEDS for the region or the alternate strategic planning document described in section b below? See 13 C.F.R. part 303.

B.4. Applicant's capability

Briefly describe the applicant's capability to administer, implement, and maintain the project.

B.5. List and describe strategic partners and organizations to be engaged in this project

Describe existing regional partnerships (if any) that are directly engaged in supporting the proposed project, including a discussion of the extent of participation of government agencies, private sector interests, education providers, non-profits, community and labor groups, workforce boards, utilities, etc.

B.6. Describe the investment (project) impact and fit with EDA funding priorities

Concisely document how the proposed project aligns with one or more of EDA's investment priorities. Applicants that propose projects that do not align with EDA's investment priorities will not be as competitive as those that do. Applicants are strongly encouraged to review EDA's investment priorities, as outlined in the applicable Notice of Funding Opportunity (NOFO) announcement on www.Grants.gov.

B.7. Proposed time schedule for the project

Provide a proposed time schedule for completion of the project, including when (month/year) the project will begin and end. Explain any potential issues that could affect project implementation.

B.8. Economic impacts of the project

Provide a clear and compelling justification for the long-term potential economic impact of the proposed project, through anticipated job creation or retention, private investment leveraging, number of businesses or collaborations supported, or other appropriate measures. All job and private investment estimates should reflect the anticipated impact within nine years of the potential EDA investment. Applicants must attach letters of commitment from any identified beneficiaries.

For all other measures, applicants should clearly identify the expected time frame. In all cases, applicants must document the benefit and provide third-party data or information available to support these claims.

B.9. Beneficiaries of the project

If applicants have identified specific private sector employers that are expected to create and/or save jobs as a result of the project, applicants should list those beneficiaries in the table provided. All job and private investment estimates should reflect the anticipated impact within nine years of the potential EDA investment.

NAICS Code: The NAICS code for the major industry category of the beneficiary company (see www.naics.com for a searchable list).

Jobs Created: The number of jobs that the company expects to create as a result of the project.

Jobs Retained: The number of jobs that the company expects to retain as a result of the project.

Private Investment: The amount of private investment that the company expects to make in its business/community as a result of the project.

Form ED-900B must be completed by each beneficiary that expects to create and/or save fifteen or more jobs as a result of the project.

B.10. Non-EDA funding for the project

Select the appropriate response to each question. Applicants should identify the source, nature and amount of all non-EDA funds, including in-kind contributions (non-cash contributions of space, equipment, services, or assumptions of debt). Explain the status of all funding commitments, including the date the funds will be available from each source, and describe any conditions or restrictions on the use of such funds. If in-kind contributions are included, explain the basis on which they are valued. If so, please describe the source, amount and any terms and conditions of the funding, and when the funding will be available for use by the applicant. Please attach evidence of commitment from all funding sources. For example, if bonds are contemplated as match, counsel opinion of the applicant's bonding authority and eligibility of the bonds for use as match, along with full disclosure of the type of bonds and the schedule of the applicant's intended bond issue, are required.

B.11. Justification for sole source procurement

Select the appropriate response to each question.

B.12. Equipment

Select the appropriate response to each question.

C. Regional Eligibility

Public Works and Economic Adjustment Assistance projects must satisfy regional eligibility requirements (see NOFO for more details). This section will assist EDA in determining if the proposed project satisfies these eligibility requirements.

Planning and Technical Assistance applications: although meeting specific distress criteria is not a prerequisite for funding under these programs, the economic distress level of the region impacted by a project serves as the basis for establishing the EDA share of the total cost of the project and can inform competitiveness.

Please answer all questions completely and accurately and attach explanations and supporting documentation where applicable.

C.1. Region

Clearly define the area/region that is the basis for your claim of eligibility.

C.2. Economic Distress

Check all that apply in establishing regional eligibility (see NOFO for more details):

C.2.A. Unemployment rate: The project is located in a region that has an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point above the national unemployment rate.

C.2.B. Per capita income: The project is located in a region that has a per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income.

C.2.C. Special need: The project is located in a region that has experienced or is about to experience a "Special Need" (as defined in 13 C.F.R. § 300.3) arising from actual or threatened severe unemployment or economic adjustment problems resulting from severe short-term or long-term changes in economic conditions, including: Substantial out-migration or population loss; Underemployment, that is, employment of workers at less than full-time or at less skilled tasks than their training or abilities permit; Military base closure or realignment, defense contractor reductions-in-force, or U.S. Department of Energy defense-related funding reductions; Natural or other major disasters or emergencies; Extraordinary depletion of natural resources; Closing or restructuring of an industrial firm or loss of other major employer; Negative effects of changing trade patterns; or other circumstances set forth in the applicable NOFO.

C.3. Substantial Direct Benefit

A project located within an Economic Development District (EDD) that is located in a region that does not meet the economic distress criteria set forth in section C.2 above, is also eligible for EDA investment assistance if EDA determines that the project will be of "substantial direct benefit" to a geographic area within the EDD that meets the distress criteria set forth in question C.2 above by providing significant employment opportunities for unemployed, underemployed, or low-income residents of the distressed geographic area within the EDD. If applicable, identify the EDD in which the proposed project will be located, as well as the geographic area within the EDD that meets the economic distress criteria detailed in section C.2., and explain how the proposed project will provide a substantial direct benefit to this geographic area within the EDD. (See NOFO for more details.)

C.4. Source of data provided for regional eligibility determination

Check the appropriate box denoting what data source you used to establish eligibility. Please attach data used to establish eligibility.

D. Budget and Staffing

To be completed by applicants for non-construction assistance only

D.1. Budget justification

Provide a clear budget justification that identifies how funds in each line item of the budget will be utilized to support the proposed project. Explain the proposed use of any amounts budgeted for "Equipment," "Contractual," or "Other," if any, on Form SF-424A, Budget Information - Non-Construction Programs.

D.2. Indirect costs

Explain the types of indirect costs, if any, on Form SF-424A. If there are any indirect costs, please submit a copy of the current Indirect Cost Rate Agreement that your organization has with its cognizant Federal agency. Alternatively, applicants must provide supplemental documentation such as: a certificate of indirect costs and acknowledgment letter from the cognizant agency, a cost allocation plan, an indirect cost rate proposal and/or other acceptable documents under Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance) as set forth in 2 C.F.R. part 200 or relevant procurement regulations.

D.3. Key applicant staff

Identify key applicant staff who will undertake and complete project activities. Include a description of the knowledge, organizational experience, and expertise of individual staff members. In addition, explain how organizational resources will be used to complete project activities. For National Technical Assistance, Training and Research and Evaluation projects, specify which positions will be charged to the federal and non-federal portion of the project budget.

E. Administrative Requirements

E.1. Civil rights

Select the appropriate response, providing an explanation if "no."

E.2. Lobbying certifications

All applicants for federal financial assistance must certify that federal funds have not been used and will not be used for lobbying in connection with this request for federal financial assistance (Form CD-511). If non-federal funds have been or are planned to be used for lobbying in connection with this request for federal financial assistance, Form SF-LLL also must be completed. Applicants must comply with 13 C.F.R. § 302.10 regarding attorneys' and consultants' fees and the employment of expeditors. This regulation requires that applicants identify and disclose the amount of fees paid to anyone engaged to assist the applicant in obtaining assistance under the Public Works and Economic Development Act of 1965 (PWEDA), as amended.

E.3. Compliance with Executive Order 12372, State Single Point of Contact (SPOC)

Select the appropriate response to each question, please attach any comments that have been received. If the comment period has not yet expired or comments were not received, attach evidence of your request for comments.

E.4. Single Audit Act Requirement

Select the appropriate response to each question.

F. Requirements for Non-Governmental Applicants (Excluding Public Universities and Certain District Organizations)

As indicated, non-governmental applicants must also provide a copy of the requested items, either using the Attachments form that is part of the application package downloaded from www.Grants.gov or submitting a hard copy. Public Universities and Certain District Organizations may be exempt from this requirement, please contact your Regional Office to determine the requirements applicable to your organization.

C. Tazewell County EDA Grant Award

Our \$4.3 million application to EDA's Public Works and Economic Adjustment Assistance on behalf of Tazewell County is another timely example of our work. Tazewell County received a notice of award in early September with no conditions or changes to the original grant application.

The typical award ceiling for an EDA grant is \$3 million. Together with Tazewell County, we made a compelling case for EDA to invest more in this project.



ED-900 – General Application for EDA Programs

A. Applicant Information

A.1. EDA Application Identifier (if available):

A.2. Please identify all applicants for this project:

	Name	SAM.gov CAGE Code	SAM.gov Registration Expiration Date	Fiscal Year End Date (mm/dd)
Lead Applicant	Tazewell County	5GKH4	03/29/2022	06/30
Co-Applicant 1				

B. Project Information

B.1. Provide a geographical definition of the region to be served by the investment (project), including the specific geographic location of the project within the region.

Tazewell County is located in southwestern Virginia, within central Appalachia and in what has been historically known as "coal country." The project is located entirely within Tazewell County, but the region served by this investment includes both Tazewell and adjacent counties from which workers may be accessed -- Buchanan and Russell counties.

The location of the project straddles the Tazewell and Russell County lines, in the heart of Virginia's Coalfield region, which is suffering from dramatic loss of population and employment due to the loss of high-paying coal mining and related jobs.

As stated in the Economic Impact Study developed for this project (attached and further referenced below), the project will generate substantial economic impact at the county, state, and regional level. In Tazewell County alone, the project will reach \$131.3 million in annual impact from 2026 onward, creating hundreds of new jobs.

Tazewell County and the specific geographic location of the project is situated within the Cumberland Plateau Planning District Commission (CPPDC). The CPPDC stands in strong support of this project and has discussed its ability to help the County with EDA grant implementation and reporting activities as necessary.

B.2. Describe and outline the scope of work for the proposed EDA investment, including a list of tasks to be undertaken.

In order to move forward with this project, the county must construct new infrastructure and conduct upgrades to existing infrastructure required to provide water and sewer service to this concentrated aquatic animal

production and processing facility.

WATER

Water infrastructure improvements include construction of a new 10-inch water line and appurtenances to connect to the existing water system, a service and valve vault meter to serve the fishery, and upgrades at three existing water pump stations.

SEWER

Sewer infrastructure improvements include construction of a new sewage lift station to serve the new fishery, a new 6-inch force main and appurtenances to connect the new lift station to an existing influent lift station which conveys sewage to the existing sewage treatment plant, and upgrades at the existing influent lift station.

Funding requested for these activities under the Scope of Work totals \$5 million. Remaining funding for construction activities is committed by local entities and the developer, and will be implemented in conjunction with the Tazewell County Public Service Authority (PSA).

As shown in the attached funding and project financing plan, there is substantial local, state, and regional commitment to this project. Notably, the Town of Richlands is negotiating an agreement for the Public Service Authority to provide utility service into the town, which will result in a \$1.5 million contribution by Richlands to the project. While this component of the project is outside the EDA scope, it certainly speaks to the local commitment and funding support for this project.

B.3. Economic development needs

B.3.a. Does the region in which the project will be located have a Comprehensive Economic Development Strategy (CEDS)?

☒ Yes If Yes, what is the source?

Cumberland Plateau Planning District Commission (CPPDC): "2021 Update to the Comprehensive Economic Development Strategy."

☐ No If No, then please check one:

☐ B.3.a.i. An alternate strategic planning document that governs this investment is attached.

Add Attachment

Delete Attachment

View Attachment

☐ B.3.a.ii. This investment is to develop a "strategy grant" to develop, update or refine a CEDS.

☐ N/A – Not Applicable

B.3.b. Describe the economic conditions of your region. Define the economic development need to be addressed by the proposed EDA investment and explain how the proposed investment will address that need.

As stated in the "2021 Update" to the CEDS, the region suffers from limited economic development opportunities and ongoing population loss contributing to reduction in quality of life and a need to create more job opportunities. While advances have been made in the IT, tourism and manufacturing fields, the "mountainous terrain poses huge challenges for economic development. The coalfields region has little developable land and costs to create industrial and business sites of any size are extremely

high. When developed, transportation challenges make marketing such sites very difficult. The ability to effectively diversify the District's economy is challenged out of the gate even before dealing with demographic challenges."

This project, developed in conjunction with Pure Salmon, LLC, presents a specific opportunity to address these challenges and take advantage of both available land, access a new industry and markets, and collaborate with regional education and workforce partners to present new, high-wage employment opportunities for residents of the multi-county region. The CEDS specifies certain opportunities that should be leveraged region-wide and that this project addresses specifically, including diversification in agriculture fields, investment in new infrastructure, and workforce development training.

These broader needs and impacts related to this project are supported by the massive annual revenue and tax benefits injected into the local economy as described further in the attached Economic Impact Study. The study and "beneficiary" forms associated with this project present a massive opportunity to diversify the county and region's local economy, injecting millions of dollars on an annual basis, creating hundreds of new jobs, and situating the county as a leader in workforce training for future aquaculture facilities across the country. To that point, an agreement is already in place between facility developers (Pure Salmon LLC), the county, and Southwest Virginia Community College to establish a training program accessible to local residents for current and future employment at the facility.

Finally, one of the best indicators of the economic condition in Tazewell County is the Work Adjustment and Retraining Notices (WARNs) issued by the region's companies. In FY20 and 21, Tazewell County and the immediate region lost 403 mining-related jobs from 3 closures. This number is much greater if you go back to 2015.

B.4. Applicant's capability

Briefly describe the applicant's capability to administer, implement, and maintain the project.

The county's commitment to this project is long-standing and builds on the historical experience of the Pure Salmon LLC in developing other similar facilities. Tazewell has substantial experience in administering, implementing, and maintaining similar infrastructure projects, including those funded by federal and state sources. In addition, CPPDC leadership and staff have extensive experience with EDA funding and will support implementation and grants management and reporting activities as necessary.

The project will be managed through the county manager's office and in cooperation with the Tazewell County Public Service Authority. The county's internal public works and public service staff are well-equipped and have substantial experience in overseeing infrastructure projects such as this, and will rely on regional engineering and construction companies, competitively selected, to implement the project activities.

B.5. List and describe the strategic partners and organizations to be engaged in this project

Tazewell County Public Service Authority. The PSA will provide oversight

for the infrastructure investment and improvement activities.

Pure Salmon LLC. The developer of the facility has extensive experience in developing similar facilities worldwide and is committed long-term to the county and creating desperately needed jobs in the region. Ongoing operation of the facility connected to the infrastructure investment requested in this proposal will be conducted by Pure Salmon LLC.

Cumberland Plateau Planning District Commission. The local Economic Development District (EDD), Cumberland Plateau Planning District Commission, will assist the County in administering this construction project.

Southwest Virginia Community College. The college has engaged directly with Pure Salmon LLC and the county to support the company's workforce training and development needs for the anticipated new facility and operations. The college and Pure Salmon's Memorandum of Understanding (MOU) indicates that the college will support the project and ongoing operations at the facility through non-academic workforce-focused training during the start-up phase and ongoing, while considering additional development and incorporation of academic curriculum and programming focused aquaculture to also support the project and other similar development in the region.

Tazewell County Public Schools. As many of the positions at the facility require only a high school diploma and a certification, the school district supports the effort to train high school students interested in the field and working at the facility.

B.6. Describe the investment (project) impact and fit with EDA funding priorities

With its focus on creating and leveraging workforce development programs to support the ongoing operation of the facility, the project aligns perfectly with EDA Investment Priority #3: "Workforce Development," as an "implementation project that supports workforce education and skills training activities directly connected to the hiring and skills needs of the business community and that result in well-paying, quality jobs."

In addition, the project supports EDA Investment Priority #2: "Recovery and Resilience," as an investment that builds economic resilience to and long-term recovery from economic shocks, like those experienced by coal and power plant communities," and that will "benefit from economic diversification-focused resilience."

B.7. Identify the proposed time schedule for the project

According to the Preliminary Engineering Report, the following dates present a proposed time schedule for the project, acknowledging that dates will shift according to the EDA decision-making and Notice of Award process.

Target Date: 09-2021. A/E Agreement approved, Notice to Proceed for Final Design, Permitting, and E/A issued.

Target Date: 12-2021. 30% Design review meeting.

Target Date: 03-2022. 60% Design review meeting.

Target Date: 04-2022. 90% Design review meeting.

Target Date: 05-2022. T&L issues final plans to VDH for review and approval.

Target Date: 08-2022. County authorizes to begin advertising for bids, begin advertising for bids, pre-bid showing.

Target Date: 09-2022. Open Bids.

Target Date: 11-2022. County authorizes bid to lowest responsive and responsible bidder.

Target Date: 11-2022. Pre-construction Conference and issue Notice to Proceed.

Target Date: 10-2023. Achieve substantial completion (11 months).

Target Date: 11-2023. Achieve final completion.

B.8. Economic impacts of the project

B.8.a. Please describe the economic impacts of the project:

As mentioned previously, the economic impact of this project on Tazewell County and the region is simply massive. The associated Economic Impact Study referenced here and attached to this application package presents a comprehensive case for the immediate and long-term economic benefits to the region. Economic impacts considered include direct, indirect, and induced, while additional impacts to immediate and ongoing job creation are reflected in the attached ED-900B form provided by Pure Salmon LLC, and workforce development expansion impacts are presented in the attached support letter/MOU presented by Southwest Virginia Community College.

While the impacts of construction and development of the \$238 million facility (\$228 million of which is contributed from private investment) will result in \$12.1 million of impact and dozens of jobs supported, the real impact of the project will be felt over the long-term operation and locating of a facility unique to the region and state.

After construction, the facility will produce 10,000 tons of salmon each year, with annual revenue estimated at \$114.5 million. The facility will employ 218 permanent workers, with potential for hiring up to 200 additional employees. For the county itself, the total economic impact of Pure Salmon operations is estimated to reach \$131.3 million per year, supporting 271 local jobs by 2026. The state-wide impact is estimated to reach a total annual economic impact of \$145.3 million, supporting 330 jobs over the same timeframe.

Meanwhile, capital expenditures and operations of the facility will bring tax revenue for the county and state government. From 2026 onward, the facility is estimated to generate \$2.3 million in tax revenue and an additional \$1.8 million to the state.

As described below and in the attached ED-900B form, Pure Salmon LLC is

projecting the hiring of 218 local workers for the ongoing operation of the facility. Accordingly, Pure Salmon LLC, the county, and Southwest Virginia Community College have come together to address the workforce development needs associated with the project. Since the majority of positions at the facility require only a high school diploma and a certification, there is sufficient demand for Southwest Virginia Community College to develop a certificate program in aquaculture. As described in the executed MOU, the college will support the project through non-academic workforce-focused training during the start-up phase, while also developing and incorporating academic curriculum and programming focused aquaculture to also support the project and other similar development in the region. Specially, the MOU highlights key anticipated training needs of the company including the following: Manufacturing Technician 1 (MT1) Certification, OSHA 10, First-Aid, Team Building, and National Career Readiness Certificate (NCRC).

This collaboration will result in the establishment of a worker pipeline for local residents to access high-wage, high-ceiling jobs in a growing industry.

The county and Pure Salmon LLC are also in discussions with the Virginia Polytechnic Institute (Virginia Tech) regarding its involvement in developing training materials and conducting re-search projects related to water quality, process improvement, and other areas.

Finally, the broader impacts of locating the facility in Tazewell County relate to positioning the region as a national leader in aquaculture, associated workforce training, and food safety. As described in the Economic Impact Study, Pure Salmon LLC technology and production processes result in safer food, lower risk of disease for the salmon, and the establishment of a land-based domestic supply source that reduces safety and regulatory risks from imports.

B.8.b. Please identify the total estimated jobs and private investment that is expected to be generated by this project:

Estimated Jobs Created	Estimated Jobs Retained	Estimated Private Investment
218	0	\$229,000,000.00

B.8.c. Please identify the source of Estimates above (check as many as apply):

- ☒ Letters from Beneficiaries of the Project
- ☐ Input/Output Model (e.g. IMPLAN, REMI)
- ☐ Comparison to Similar Projects
- ☐ Other Method (specify below)

B.9. Beneficiaries of the project

Beneficiary Name	NAICS Code	Estimated Jobs Created	Estimated Jobs Retained	Estimated Private Investment
Pure Salmon LLC	112511	218	0	\$228,000,000.00
Total		218	0	\$228,000,000.00

B.10. Non-EDA funding for the project

B.10.a. Are all non-EDA funds committed to the project, available as needed, and not conditioned or encumbered in any way that would preclude their use consistent with the purpose of the project?

☒ Yes

☐ No (explain below)

B.10.b. Identify the source, nature and amount of all non-EDA funds.

Source	Amount	Date Available	Type	Restriction/Comments
Tazewell County	\$605,302.00	09/01/2021	Cash	None
HUD: Community Development Block Grant (CDBG)	\$1,000,000.00	11/01/2022	Cash	TBD
Appalachia Regional Commission (ARC)	\$500,000.00	11/01/2022	Cash	TBD
Thompson Foundation/CWDF	\$200,000.00	11/01/2022	Cash	TBD
SWV-Water/Wastewater Funding	\$200,000.00	11/01/2022	Cash	TBD

B.10.c. Does the applicant plan to seek other federal financial assistance as part of or in connection with this project? If so, please describe the source, amount and any terms and conditions of the funding, and when the funding will be available for use by the applicant.

☒ Yes (explain below)

☐ No

Appalachia Regional Commission (ARC): \$500,000 in ARC Area Development funding will be applied for in February 2022. If approved, funds should be available in late Summer of 2022.

B.10.d. Please attach documentation confirming non-EDA (matching or cost share) funding:

[Add Attachment](#)[Delete Attachment](#)[View Attachment](#)

B.11. Justification for sole source procurement

Will you contract work to complete part or all of this project?

☐ B.11.a. No

☒ B.11.b. Yes If yes, will contracts be awarded by competitive bid?

☒ B.11.b.i. Yes

☐ B.11.b.ii. No

If contracts will not be awarded by competitive bid, please provide a justification. A cost analysis will be necessary when adequate price competition is lacking, and for sole source procurements.

B.12. Equipment

Will any funds be used to purchase equipment?

☒ B.12.a. No

☐ B.12.b. Yes If yes, will project funding be used to install the equipment?

☐ Yes

☐ No

Please attach a list, including cost, description, purpose, and estimated useful life of any equipment that will be purchased as a part of this project.

[Add Attachment](#)[Delete Attachment](#)[View Attachment](#)

C. Regional Eligibility

C.1. Region

Define the area/region that is the basis for the applicant's claim of eligibility. EDA will review and evaluate documentation submitted by the applicant to verify and determine eligibility.

The applicant is eligible according to standard EDA Distress Criteria. The county's Per Capita Median Income stands at \$23,738, which is 69.6% of the national average.

Cumberland Plateau Planning District Commission, the EDD which serves Tazewell, Russell, and Buchanan Counties, is the region that serves the applicant's claim of eligibility.

C.2. Economic Distress

Check all that apply in establishing regional eligibility (see NOFO for more details):

☒ C.2.A. Unemployment rate

☒ C.2.B. Per capita income

☒ C.2.C. Special need, including:

- ☒ Substantial out-migration or population loss;
- ☐ Underemployment; that is, employment of workers at less than full-time or at less skilled tasks than their training or abilities permit;
- ☐ Military base closure or realignment, defense contractor reductions-in-force, or U.S. Department of Energy defense-related funding reductions;
- ☐ Natural or other major disasters or emergencies;
- ☒ Extraordinary depletion of natural resources;
- ☒ Closing or restructuring of an industrial firm or loss of other major employer;
- ☐ Negative effects of changing trade patterns; or
- ☒ Other circumstances set forth in the applicable NOFO (please explain below).

Assistance to Coal Communities.

C.3. Substantial Direct Benefit

If the project does not meet any of the criteria above, is it located in an Economic Development District (EDD), and will it provide substantial direct benefit to residents of an area within that EDD that does meet the distress criteria?

☐ Yes

☐ No

Which Economic Development District?

Please explain how the proposed project will provide a substantial direct benefit to this geographic area within the EDD.

C.4. Source of data provided for regional eligibility determination

Check the box denoting what data source you used to establish eligibility:

☒ C.4.a. The most recent ACS data published by the U.S. Census Bureau.

☐ C.4.b. The most recent Bureau of Labor Statistics Data.

☐ C.4.c. The most recent other federal data for the region in which the project is located (e.g., U.S. Census Bureau or the Bureaus of Economic Analysis, Labor Statistics, Indian Affairs, etc.).

☐ C.4.d. If no federal data are available, the most recent data available through the state government for the region in which the project is located.

- ☐ C.4.e. Other data to substantiate regional eligibility based on a "Special Need" as defined in 13 C.F.R. § 300.3.

Please attach a copy of the documentation used to support your claim of eligibility:

STATS America Data.pdf

Add Attachment

Delete Attachment

View Attachment

D. Budget and Staffing

To be completed by applicants for non-construction assistance only

D.1. Budget justification

Not applicable.

D.2. Indirect costs

Not applicable.

D.3. Key applicant staff

Not applicable.

E. Administrative Requirements

E.1. Civil rights

E.1.a. Does the applicant understand and agree to comply with all applicable civil rights requirements (see 13 C.F.R. § 302.20)?

☒ Yes

☐ No (explain below)

E.1.b. Do identified "Other Parties" (as listed in question B.9.), businesses that will create and/or save fifteen or more jobs as a result of the EDA project, understand and agree to comply with all applicable civil rights requirements under 13 C.F.R. § 302.20, including the requirement to provide signed assurances of compliance (ED-900B)?

☐ Not Applicable (No Other Parties Identified)

☒ Yes

☐ No (explain below)

E.2. Lobbying certifications

Will you be able to comply with federal requirements regarding lobbying?

☒ Yes

☐ No (explain below)

E.3. Compliance with Executive Order 12372, State Single Point of Contact (SPOC)

Does the state in which the project will be located have a project review process that requires submission to a Single Point of Contact (SPOC)?

☐ E.3.a. No. Go to Question E.4

☒ E.3.b. Yes

If Yes, does this request for EDA investment assistance meet the SPOC process established by the state?

☐ E.3.b.i. No ☒ E.3.b.ii. Yes

Please explain why not

If Yes, were SPOC comments/clearance received?

☐ E.3.b.ii.a. Yes

Please attach the comments/clearance:

Add Attachment

Delete Attachment

View Attachment

☐ E.3.b.ii.b. No. The review period has expired and no comments were received.

☒ E.3.b.ii.c. No. Comments have been requested but the review period has not yet expired.

Please attach evidence of your request for comments:

Add Attachment

Delete Attachment

View Attachment

E.4. Single Audit Act Requirement

E.4.a. Does the applicant understand and agree to the requirements of subpart F of 2 C.F.R. part 200 regarding federal audits?

☒ Yes

☐ No

E.4.b. Is the applicant currently audited under the Single Audit Act?

☐ E.4.b.i. No

☒ E.4.b.ii. Yes, If yes:

E.4.b.ii.a. What is the date of the most recent audit?

12/18/2020

E.4.b.ii.b. Was this audit submitted to the Federal Audit Clearinghouse?

☒ Yes

☐ No

F. Requirements for Non-Governmental Applicants (Excluding Public Universities and Certain District Organizations)

As indicated below, non-governmental applicants (excluding public universities and district organizations) must also provide a copy of the following items, either using the Attachments form that is part of the application package downloaded from www.Grants.gov or providing a hard copy.

- F.1. Non-profit organizations must provide a current Certificate of Good Standing from the State in which they are incorporated.

[Add Attachment](#)[Delete Attachment](#)[View Attachment](#)

- F.2. New non-profit organization applicants must provide their Articles of Incorporation and By-Laws. Non-profits with an active EDA grant must either provide a) a revised copy of their Articles of Incorporation or By-Laws if these have been amended or b) a statement certifying that there has been no change in the organization's Articles of Incorporation or By-Laws.

[Add Attachment](#)[Delete Attachment](#)[View Attachment](#)

- F.3. Non-profit organizations must provide a resolution passed by a general purpose political subdivision of a State (e.g., local government entity) or a letter signed by an authorized representative of a local government acknowledging that the applicant is acting in cooperation with officials of the political subdivision. EDA may waive this requirement for certain projects of significant regional or national scope (see 13 CFR § 301.2(b)).

[Add Attachment](#)[Delete Attachment](#)[View Attachment](#)

- F.4. If applying for a construction or RLF investment, an applicant must afford the appropriate general purpose governmental authority a minimum of 15 days to review and comment on the proposed project (13 CFR § 302.9(a)).

Will the applicant be able to provide these comments?

☐ Yes

☒ Not applicable, because the applicant is not applying for a construction or RLF grant

☐ Not applicable, because this requirement has been satisfied under an existing RLF plan

☐ No, for another reason (explain below)

Instructions for Form ED-900

A. Applicant Information

A.1. EDA Application Identifier – If EDA has previously provided an identifier for your proposal/application, please enter that identifier here. Otherwise, leave blank.

A.2. Please identify all applicants for this project:

The Lead Applicant should be the party who is responsible for handling disbursement of funds and reporting to EDA.

Note that Sam.gov registration is required of all EDA applicants and awardees. Please list the relevant CAGE Code and SAM.gov expiration data for all applicants and co-applicants (if any).

B. Project Information

B.1. Provide a geographical definition of the region to be served by the investment (project), including the specific geographic location of the project within the region.

Clearly and concisely describe the region where the project will be located, including the specific geographic location of the project within the region, as well as background on the assets of the area, which may include clusters, and workforce, physical, educational and financial infrastructure.

B.2. Describe and outline the scope of work for the proposed EDA investment, including a list of tasks to be undertaken.

List specific activities that will be undertaken and the specific deliverables that will be produced as a result of this investment. The description of the proposed project must include a clear statement of the overall purpose of the project.

Applicants for construction assistance (including design and engineering assistance) should also include a statement of project components. Indicate if the proposed project involves the construction of a new facility or facilities or the enlargement, expansion, renovation, or replacement of an existing facility or facilities. Describe the existing facility and proposed project components in terms of dimensions, capacities, quantities, etc.

Applicants for Partnership Planning Assistance should provide a narrative on the economic development activities that will be undertaken including managing and maintaining the CEDS process.

Applicants for Short Term Planning Assistance should provide a narrative explaining how the proposed scope of work will enhance economic development planning capacity of the identified region. Include any relationship or collaboration with other public and private entities. Please explain how the strategy will expand the capacity of public officials and economic development organizations to work effectively with employers and enable the region to plan and coordinate the use of available resources to support economic recovery and the development of a regional economy and/or develop innovative approaches to economic revitalization in the region.

Applicants for State Planning Assistance should provide a narrative outlining the proposed scope of work for the project. Include the relationship to any existing CEDS or similar planning processes in the region and the goals and objectives of the proposed project.

B.3. Economic development needs

Except for grants to fund developing, updating or refining a CEDS as described in 13 C.F.R. § 303.7, the region in which Public Works or Economic Adjustment projects will be located must have a CEDS with which the project is consistent.

B.3.a. Does the region in which the project will be located have a Comprehensive Economic Development Strategy (CEDS)?

If Yes, what is the source? *Note: If you are unsure if your region has a CEDS, please contact your local District Organization. In areas without a District Organization, CEDS may also be obtained at the City, County, or State level.*

If No, then please check one of the indicated options:

B.3.a.i. There is an alternate strategic planning document that will govern this investment. Please identify the strategy and provide a copy of this planning document, either by attaching the document to this application or submitting a hard copy.

B.3.a.ii. This investment is to create a strategy plan to develop, update or refine a CEDS. Please explain how the strategy will expand the capacity of public officials and economic development organizations to work effectively with employers and enable the region to plan and coordinate the use of available resources to support economic recovery and the development of a regional economy and/or develop innovative approaches to economic revitalization in the region.

B.3.b. Briefly describe the economic conditions of the region described in B.1, as well as the economic adjustment problems or economic dislocations the region has experienced (or is about to experience) and the regional impact of these conditions. How does the project address the economic development needs of the region and the goals and objectives of the CEDS for the region or the alternate strategic planning document described in section b below? See 13 C.F.R. part 303.

B.4. Applicant's capability

Briefly describe the applicant's capability to administer, implement, and maintain the project.

B.5. List and describe strategic partners and organizations to be engaged in this project

Describe existing regional partnerships (if any) that are directly engaged in supporting the proposed project, including a discussion of the extent of participation of government agencies, private sector interests, education providers, non-profits, community and labor groups, workforce boards, utilities, etc.

B.6. Describe the investment (project) impact and fit with EDA funding priorities

Concisely document how the proposed project aligns with one or more of EDA's investment priorities. Applicants that propose projects that do not align with EDA's investment priorities will not be as competitive as those that do. Applicants are strongly encouraged to review EDA's investment priorities, as outlined in the applicable Notice of Funding Opportunity (NOFO) announcement on www.Grants.gov.

B.7. Proposed time schedule for the project

Provide a proposed time schedule for completion of the project, including when (month/year) the project will begin and end. Explain any potential issues that could affect project implementation.

B.8. Economic impacts of the project

Provide a clear and compelling justification for the long-term potential economic impact of the proposed project, through anticipated job creation or retention, private investment leveraging, number of businesses or collaborations supported, or other appropriate measures. All job and private investment estimates should reflect the anticipated impact within nine years of the potential EDA investment. Applicants must attach letters of commitment from any identified beneficiaries.

For all other measures, applicants should clearly identify the expected time frame. In all cases, applicants must document the benefit and provide third-party data or information available to support these claims.

B.9. Beneficiaries of the project

If applicants have identified specific private sector employers that are expected to create and/or save jobs as a result of the project, applicants should list those beneficiaries in the table provided. All job and private investment estimates should reflect the anticipated impact within nine years of the potential EDA investment.

NAICS Code: The NAICS code for the major industry category of the beneficiary company (see www.naics.com for a searchable list).

Jobs Created: The number of jobs that the company expects to create as a result of the project.

Jobs Retained: The number of jobs that the company expects to retain as a result of the project.

Private Investment: The amount of private investment that the company expects to make in its business/ community as a result of the project.

Form ED-900B must be completed by each beneficiary that expects to create and/or save fifteen or more jobs as a result of the project.

B.10. Non-EDA funding for the project

Select the appropriate response to each question. Applicants should identify the source, nature and amount of all non-EDA funds, including in-kind contributions (non-cash contributions of space, equipment, services, or assumptions of debt). Explain the status of all funding commitments, including the date the funds will be available from each source, and describe any conditions or restrictions on the use of such funds. If in-kind contributions are included, explain the basis on which they are valued. If so, please describe the source, amount and any terms and conditions of the funding, and when the funding will be available for use by the applicant. Please attach evidence of commitment from all funding sources. For example, if bonds are contemplated as match, counsel opinion of the applicant's bonding authority and eligibility of the bonds for use as match, along with full disclosure of the type of bonds and the schedule of the applicant's intended bond issue, are required.

B.11. Justification for sole source procurement

Select the appropriate response to each question.

B.12. Equipment

Select the appropriate response to each question.

C. Regional Eligibility

Public Works and Economic Adjustment Assistance projects must satisfy regional eligibility requirements (see NOFO for more details). This section will assist EDA in determining if the proposed project satisfies these eligibility requirements.

Planning and Technical Assistance applications: although meeting specific distress criteria is not a prerequisite for funding under these programs, the economic distress level of the region impacted by a project serves as the basis for establishing the EDA share of the total cost of the project and can inform competitiveness.

Please answer all questions completely and accurately and attach explanations and supporting documentation where applicable.

C.1. Region

Clearly define the area/region that is the basis for your claim of eligibility.

C.2. Economic Distress

Check all that apply in establishing regional eligibility (see NOFO for more details):

C.2.A. Unemployment rate: The project is located in a region that has an unemployment rate that is, for the most recent 24-month period for which data are available, at least one percentage point above the national unemployment rate.

C.2.B. Per capita income: The project is located in a region that has a per capita income that is, for the most recent period for which data are available, 80 percent or less of the national average per capita income.

C.2.C. Special need: The project is located in a region that has experienced or is about to experience a "Special Need" (as defined in 13 C.F.R. § 300.3) arising from actual or threatened severe unemployment or economic adjustment problems resulting from severe short-term or long-term changes in economic conditions, including: Substantial out-migration or population loss; Underemployment, that is, employment of workers at less than full-time or at less skilled tasks than their training or abilities permit; Military base closure or realignment, defense contractor reductions-in-force, or U.S. Department of Energy defense-related funding reductions; Natural or other major disasters or emergencies; Extraordinary depletion of natural resources; Closing or restructuring of an industrial firm or loss of other major employer; Negative effects of changing trade patterns; or other circumstances set forth in the applicable NOFO.

C.3. Substantial Direct Benefit

A project located within an Economic Development District (EDD) that is located in a region that does not meet the economic distress criteria set forth in section C.2 above, is also eligible for EDA investment assistance if EDA determines that the project will be of "substantial direct benefit" to a geographic area within the EDD that meets the distress criteria set forth in question C.2 above by providing significant employment opportunities for unemployed, underemployed, or low-income residents of the distressed geographic area within the EDD. If applicable, identify the EDD in which the proposed project will be located, as well as the geographic area within the EDD that meets the economic distress criteria detailed in section C.2., and explain how the proposed project will provide a substantial direct benefit to this geographic area within the EDD. (See NOFO for more details.)

C.4. Source of data provided for regional eligibility determination

Check the appropriate box denoting what data source you used to establish eligibility. Please attach data used to establish eligibility.

D. Budget and Staffing

To be completed by applicants for non-construction assistance only

D.1. Budget justification

Provide a clear budget justification that identifies how funds in each line item of the budget will be utilized to support the proposed project. Explain the proposed use of any amounts budgeted for "Equipment," "Contractual," or "Other," if any, on Form SF-424A, Budget Information - Non-Construction Programs.

D.2. Indirect costs

Explain the types of indirect costs, if any, on Form SF-424A. If there are any indirect costs, please submit a copy of the current Indirect Cost Rate Agreement that your organization has with its cognizant Federal agency. Alternatively, applicants must provide supplemental documentation such as: a certificate of indirect costs and acknowledgment letter from the cognizant agency, a cost allocation plan, an indirect cost rate proposal and/or other acceptable documents under Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance) as set forth in 2 C.F.R. part 200 or relevant procurement regulations.

D.3. Key applicant staff

Identify key applicant staff who will undertake and complete project activities. Include a description of the knowledge, organizational experience, and expertise of individual staff members. In addition, explain how organizational resources will be used to complete project activities. For National Technical Assistance, Training and Research and Evaluation projects, specify which positions will be charged to the federal and non-federal portion of the project budget.

E. Administrative Requirements

E.1. Civil rights

Select the appropriate response, providing an explanation if "no."

E.2. Lobbying certifications

All applicants for federal financial assistance must certify that federal funds have not been used and will not be used for lobbying in connection with this request for federal financial assistance (Form CD-511). If non-federal funds have been or are planned to be used for lobbying in connection with this request for federal financial assistance, Form SF-LLL also must be completed. Applicants must comply with 13 C.F.R. § 302.10 regarding attorneys' and consultants' fees and the employment of expeditors. This regulation requires that applicants identify and disclose the amount of fees paid to anyone engaged to assist the applicant in obtaining assistance under the Public Works and Economic Development Act of 1965 (PWEDA), as amended.

E.3. Compliance with Executive Order 12372, State Single Point of Contact (SPOC)

Select the appropriate response to each question, please attach any comments that have been received. If the comment period has not yet expired or comments were not received, attach evidence of your request for comments.

E.4. Single Audit Act Requirement

Select the appropriate response to each question.

F. Requirements for Non-Governmental Applicants (Excluding Public Universities and Certain District Organizations)

As indicated, non-governmental applicants must also provide a copy of the requested items, either using the Attachments form that is part of the application package downloaded from www.Grants.gov or submitting a hard copy. Public Universities and Certain District Organizations may be exempt from this requirement, please contact your Regional Office to determine the requirements applicable to your organization.

V. Supplemental Attachments

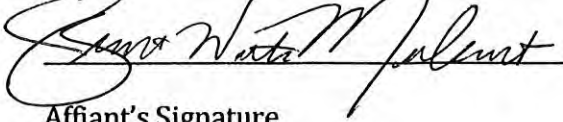
ATTACHMENT B — DISCLOSURE EXEMPTION AFFIDAVIT

BRYANT W. MERCHANT (Affiant), being first duly sworn under oath, and representing MERCHANT MINTING ASSOCIATES (hereafter "Proposer"), hereby deposes and swears or affirms under penalty of perjury that:

1. I am an employee of the Proposer, I have knowledge of the Request for Proposals referenced herein, and I have full authority from the Proposer to submit this affidavit and accept the responsibilities stated herein.
2. I am aware that the Proposer has submitted a Proposal, dated on or about October 17, 2018 (the "Proposal"), to the State of Oregon (State) in response to Request for Proposals RFP #XXXXXX], for Grant Writer Consultant Services, and I am familiar with the contents of the RFP and Proposal.
3. I have read and am familiar with the provisions of Oregon's Public Records Law, Oregon Revised Statutes ("ORS") 192.311 through 192.478, and the Uniform Trade Secrets Act as adopted by the State of Oregon, which is set forth in ORS 646.461 through ORS 646.475. I understand that the Proposal is a public record held by a public body and is subject to disclosure under the Oregon Public Records Law unless specifically exempt from disclosure under that law.
4. I have reviewed the information contained in the Proposal. The Proposer believes the information listed in Exhibit A is exempt from public disclosure (collectively, the "Exempt Information"), which is incorporated herein by this reference. It is my opinion that the Exempt Information is exempt from disclosure under Oregon's Public Records Law under the specifically designated sections as set forth in Exhibit A or constitutes "Trade Secrets" under either the Oregon Public Records Law or the Uniform Trade Secrets Act as adopted in Oregon because that information is either:
 - A. A formula, plan, pattern, process, tool, mechanism, compound, procedure, production data, or compilation of information that:
 - i. is not patented,
 - ii. is known only to certain individuals within the Proposer's organization and that is used in a business the Proposer conducts,
 - iii. has actual or potential commercial value, and
 - iv. gives its user an opportunity to obtain a business advantage over competitors who do not know or use it.
 - or
 - B. Information, including a drawing, cost data, customer list, formula, pattern, compilation, program, device, method, technique or process that:

- i. Derives independent economic value, actual or potential, from not being generally known to the public or to other persons who can obtain economic value from its disclosure or use; and
- ii. Is the subject of efforts by the Proposer that are reasonable under the circumstances to maintain its secrecy.

5. I understand that disclosure of the information referenced in Exhibit A may depend on official or judicial determinations made in accordance with the Public Records Law.



Affiant's Signature

State of Virginia

) ss:

County of Alexandria

Signed and sworn to before me on 15 (date) by October (Affiant's name).

Brent Merchant

Notary Public for the State of Virginia

My Commission Expires: 06/30/2026

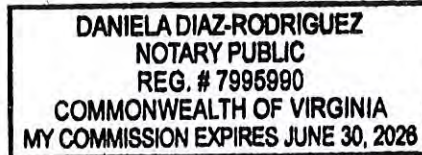


EXHIBIT A TO ATTACHMENT B

Proposer identifies the following information as exempt from public disclosure under the following designated exemption(s):

- *list of grant submissions and awards.*
- *Personal contact information.*

ATTACHMENT C — PROPOSER INFORMATION AND CERTIFICATION SHEET

Legal Name of Proposer: MERCHANT MCINTYRE ASSOCIATES
Address: 1634 EYE STREET, NW # 200 City, State, Zip: WASHINGTON, DC 20006
State of Incorporation: DELAWARE Entity Type: L.L.C. - PARTNERSHIP
Contact Name: BRENT W. MERCHANT Telephone: 703-935-5133 Email: bmerchant@merchantmcintyre.com
Oregon Business Registry Number (if required): Account created but number not yet issued.
Any individual signing below hereby certifies they are an authorized representative of Proposer and that:

1. Proposer understands and accepts the requirements of this RFP. By submitting a Proposal, Proposer agrees to be bound by the Contract/Price Agreement terms and conditions to be negotiated and as modified by any Addenda, except for those terms and conditions that Agency has reserved for negotiation, as identified in the RFP.
2. Proposer acknowledges receipt of any and all Addenda to this RFP.
3. Proposal is a Firm Offer for 90 days following the Closing.
4. If awarded a Contract/Price Agreement, Proposer agrees to perform the scope of work and meet the performance standards set forth in the final negotiated scope of work of the Contract/Price Agreement.
5. I have knowledge regarding Proposer's payment of taxes and by signing below I hereby certify that, to the best of my knowledge, Proposer is not in violation of any tax laws of the state or a political subdivision of the state, including, without limitation, ORS 305.620 and ORS chapters 316, 317 and 318.
6. Proposer does not discriminate in its employment practices with regard to race, creed, age, religious affiliation, gender, disability, sexual orientation, national origin. When awarding subcontracts, Proposer does not discriminate against any business certified under ORS 200.055 as a disadvantaged business enterprise, a minority-owned business, a woman-owned business, a business that a service-disabled veteran owns or an emerging small business. If applicable, Proposer has, or will have prior to contract execution, a written policy and practice, that meets the requirements described in ORS 279A.112 (formerly HB 3060), of preventing sexual harassment, sexual assault and discrimination

against employees who are members of a protected class. Agency may not enter into a contract with an anticipated contract price of \$150,000 or more with a Proposer that does not certify it has such a policy and practice. See <https://www.oregon.gov/DAS/Procurement/Pages/hb3060.aspx> for additional information and sample policy template.

7. Proposer complies with ORS 652.220 and does not unlawfully discriminate against any of Proposer's employees in the payment of wages or other compensation for work of comparable character on the basis of an employee's membership in a protected class. "Protected class" means a group of persons distinguished by race, color, religion, sex, sexual orientation, national origin, marital status, veteran status, disability or age.

Contractor's continuing compliance constitutes a material element of this Contract/Price Agreement and a failure to comply constitutes a breach that entitles Agency to terminate this Contract/Price Agreement for cause.

Contractor may not prohibit any of Contractor's employees from discussing the employee's rate of wage, salary, benefits, or other compensation with another employee or another person. Contractor may not retaliate against an employee who discusses the employee's rate of wage, salary, benefits, or other compensation with another employee or another person.

8. Proposer is not engaged in the provision of broadband Internet access service, or if at any time Proposer is engaged in or may engage in the provision of broadband Internet access service Proposer is in compliance with Oregon Laws 2018, Chapter 88 (HB 4155) and applicable Public Utility Commission rules, and will remain in compliance throughout the term of the Contract.
9. Proposer and Proposer's employees, agents, and subcontractors are not included on:
 - A. the "Specially Designated Nationals and Blocked Persons" list maintained by the Office of Foreign Assets Control of the United States Department of the Treasury found at: <https://www.treasury.gov/ofac/downloads/sdnlist.pdf>, or
 - B. the government wide exclusions lists in the System for Award Management found at: <https://www.sam.gov/portal/>
10. Proposer certifies that, to the best of its knowledge, there exists no actual or potential conflict between the business or economic interests of Proposer, its employees, or its agents, on the one hand, and the business or economic interests of the State, on the other hand, arising out of, or relating in any way to, the subject matter of the RFP. If any changes occur with respect to Proposer's status regarding conflict of interest, Proposer shall promptly notify the State in writing.
11. Proposer certifies that all contents of the Proposal (including any other forms or documentation, if required under this RFP) and this Proposal Certification Sheet are truthful and accurate and have been prepared independently from all other Proposers, and without collusion, fraud, or other dishonesty.
12. Proposer understands that any statement or representation it makes, in response to this RFP, if determined to be false or fraudulent, a misrepresentation, or inaccurate because of the omission of material information could result in a "claim" {as defined by the Oregon False Claims Act, ORS 180.750(1)}, made under Contract/Price Agreement being a "false claim" {ORS 180.750(2)} subject to

the Oregon False Claims Act, ORS 180.750 to 180.785, and to any liabilities or penalties associated with the making of a false claim under that Act.

13. Proposer acknowledges these certifications are in addition to any certifications required in the Contract/Price Agreement and Statement of Work in Attachment A at the time of Contract/Price Agreement execution.


Authorized Signature

10/15/2022
Date

Brent W. Monchant, Principal
(Printed Name and Title)
and CO-FOUNDER

ATTACHMENT G - RESPONSIBILITY INQUIRY

Agency will determine responsibility of a Proposer prior to award and execution of a Contract/Price Agreement. In addition to this form, Agency may notify Proposer of other documentation required, which may include but is not limited to recent profit-and-loss history, current balance statements and cash flow information, assets-to-liabilities ratio, including number and amount of secured versus unsecured creditor claims, availability of short and long-term financing, bonding capacity, insurability, credit information, materials and equipment, facility capabilities, personnel information, record of performance under previous contracts, etc. Failure to promptly provide requested information or clearly demonstrate responsibility may result in an Agency finding of non-responsibility and rejection.

1. Does Proposer have available the appropriate financial, material, equipment, facility and personnel resources and expertise, or ability to obtain the resources and expertise, necessary to demonstrate the capability of Proposer to meet all contractual responsibilities? YES ☒ / NO ☐.
2. Within the last five years, how many contracts of a similar nature has Proposer completed that, to the extent that the costs associated with and time available to perform the contract remained within Proposer's control, Proposer stayed within the time and budget allotted, and there were no contract claims by any party? Number: 65

How many contracts did not meet those standards? Number: 0 If any, please explain.

Response:

3. Within the last three years has Proposer (incl. a partner or shareholder owning 10% or more of Proposer's firm) or a major subcontractor (receiving 10% or more of a total contract amount) been criminally or civilly charged, indicted or convicted in connection with:
 - obtaining, attempting to obtain, or performing a public (Federal, state, or local) contract or subcontract,
 - violation of federal or state antitrust statutes relating to the submission of bids or Proposals, or
 - embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, or receiving stolen property? YES ☐ / NO ☒.

If "YES," indicate the jurisdiction, date of indictment, charge or judgment, and names and summary of charges in the response field below.

Response:

4. Within the last three years, has Proposer had:

- any contracts terminated for default by any government agency, or
- any lawsuits filed against it by creditors or involving contract disputes? YES ☐ / NO ☒.

If "YES," please explain. (With regard to judgments, include jurisdiction and date of final judgment or dismissal.)

Response:

5. Does Proposer have any outstanding or pending judgments against it? YES ☐ / NO ☒.

Is Proposer experiencing financial distress or having difficulty securing financing? YES ☐ / NO ☐.

Does Proposer have sufficient cash flow to fund day-to-day operations throughout the proposed contract period? YES ☐ / NO ☐

If "YES" on the first question or second question, or "NO" on the third question, please provide additional details.

Response:

6. Within the last three years, has Proposer filed a bankruptcy action, filed for reorganization, made a general assignment of assets for the benefit of creditors, or had an action for insolvency instituted against it? YES ☐ / NO ☒.

If "YES," indicate the filing dates, jurisdictions, type of action, ultimate resolution, and dates of judgment or dismissal, if applicable.

Response:

7. Does Proposer have all required licenses, insurance and/or registrations, if any, and is Proposer legally authorized to do business in the State of Oregon? YES ☒ / NO ☐.

If "NO," please explain.

Response:

8. Pay Equity Certificate. This certificate is required if Proposer employs 50 or more full-time workers and the prospective contract price is estimated to exceed \$500,000. [This requirement does not apply to architectural, engineering, photogrammetric mapping, transportation planning or land surveying and related services contracts.] Does a current authorized representative of Proposer possess an

unexpired Pay Equity Certificate issued by the Department of Administrative Services? YES ☐ / NO ☐ / N/A ☒. [If the certificate was provided with the Bid or Proposal submitted for a solicitation related to the prospective contract, then it is not necessary to resubmit it. Just indicate "see Bid" or "see Proposal" in the response field. **Otherwise, if applicable, submit a copy of the certificate with this form.**]

Response:

AUTHORIZED SIGNATURE

By signature below, the undersigned Authorized Representative on behalf of Proposer certifies to the best of his or her knowledge and belief that the responses provided on this form are complete, accurate, and not misleading.

Proposer Name: <i>Brent W. Merchant - For - MERCHANT MINTYNE ASSOCIATES</i>	RFP: <i>S-KP001-00004501</i> Project Name: <i>RFP - Grant Writing Services</i>
---	---


Authorized Signature

Date

10/15/2022

BRENT W. MERCHANT
Print Name

PRINCIPAL and Co-FOUNDER
Title



SERVICE AGREEMENT

THE CITY OF ONTARIO, OR (the “City”) agrees to retain **MERCHANT MCINTYRE & ASSOCIATES, LLC**, a Delaware limited liability company with a principal place of business in Washington, D.C. (“MM”) (together, the “Parties”), for government relations services commencing on December 1, 2022 and terminating on November 30, 2023 (the “Term”).

Fee. The City agrees to pay MM a total professional fee of \$6,500 per month, billed monthly in advance. Payment shall be due on receipt and made payable to MM each month at the address listed on the MM invoice(s). Federal funds may not be used to pay MM professional fees.

Scope of Work. MM shall provide the following services during the Term of this Agreement:

1. Continue identifying federal grant opportunities for which the City is eligible and competitive;
2. Support the City in all facets of the federal grant process, including planning, partnership development, grant writing, budget development, proposal submission, administrative requirements, and compliance; and
3. Build, strengthen, and help leverage relationships with the City’s Congressional delegation, the Administration, and other key decision-makers to support the City’s position on federal legislation, including appropriations.
4. Support and submit applications for State of Oregon grant opportunities on a case-by-case basis, at the direction of the City Manager. Prior to moving forward with any State of Oregon grant applications, MM will negotiate a per-application fee with the City Manager for each state grant submission.

Assurances. In its capacity as a consultant, MM shall make its best effort to assist the City in pursuing its federal funding and government relations objectives. The nature of these objectives shall be determined by the City with the advice and assistance of MM. In this role, MM shall plan and implement all government relations strategies designed to accomplish the City’s federal funding objectives; assist in the preparation of grant applications and supporting materials for the initiatives; develop meetings with Members of Congress, congressional staff, and federal agency decision-makers to advance the funding initiatives; and serve as liaison to federal agencies relevant to the City’s funding initiatives. The City agrees to frequent communication with MM and to provide MM the necessary information in real time to help MM plan and implement strategies. MM agrees to collect and store all City grant application documents and provide them to City staff when requested and upon termination of this agreement.

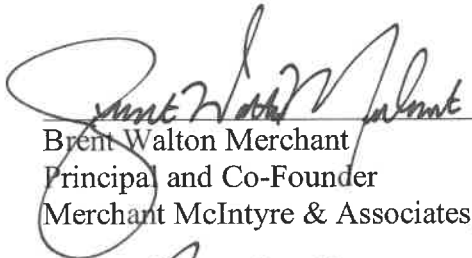
Indemnification. The City agrees to indemnify and hold MM harmless from and against all liability, including all actions, claims, damages, costs, and attorneys’ fees, which MM may incur (or to which MM may be a party), arising out of actions taken or statements made by MM at the

City's direction or based upon information provided by the City, except in the event of wrongful acts or omissions on MM's part.

Assignment. No other party shall assign any of its rights or delegate any of its duties or obligations under this Agreement without the express written consent of the other party.

* * *

IN WITNESS THEREOF, the parties hereto have executed or approved this Agreement on the dates below their signatures.


Brent Walton Merchant
Principal and Co-Founder
Merchant McIntyre & Associates, LLC

Date: December 7, 2022

The Honorable Riley J. Hill
Mayor
City of Ontario, OR

Date: _____

####



**AGENDA REPORT
OLD BUSINESS**
December 13, 2022

To: Mayor and City Council

FROM: Andy Wood, Airport Manager

THROUGH: Danny K. Cummings, City Manager

SUBJECT: AIRPORT MASTER PLAN

DATE: December 5, 2022

PROPOSED MOTION:

I MOVE THE CITY COUNCIL TO APPROVE THE AIRPORT MASTER PLAN AS PRESENTED.

SUMMARY:

For the last 18 months, the city has been working towards completing the outdated Airport Master Plan. The city has finalized the draft report/plan to be presented to, and approved by, the FAA. The draft that is presented to the Council at this meeting is the draft that will be sent to the FAA for approval.

BACKGROUND:

This draft plan needs to be approved by the city before it is sent to the FAA for their approval.

CURRENT SITUATION:

In conjunction with the airport engineering firm (JUB), the city has finalized the draft report that needs to go to the FAA for their approval. Before this plan can be sent to the FAA, the city needs to approve the plan.

ANALYSIS:

- A. **STRATEGIC PLAN** The Airport Master Plan falls under the growth pillar of the strategic plan. This plan is a look into the future and puts into writing what the growth plans and opportunities are for the airport.
- B. **FINANCIAL** This project was fully funded by the Border Board and the FAA, so there was no financial impact on the city.
- C. **TIMING** Approval by the city is needed to keep this project on schedule.
- D. **POLICY/LEGAL** Master Plans need to be approved by the City Council.

ALTERNATIVES:

The Council could choose not to approve the Master Plan, but this will delay the project further.

RECOMMENDATION:

Staff recommends approving the Airport Master Plan as presented.

ATTACHMENTS:

1. ONODraftPlanTAC4CityCouncil
2. AF-2-ALP_Draft



ONTARIO
OREGON
THE GATEWAY TO ADVENTURE

Ontario, Oregon Airport (ONO)

**Airport Master Plan Update
Technical Advisory Committee Meeting #4**

December 5, 2022

City Council Meeting
December 13, 2022



**THE
LANGDON
GROUP**
a J-U-B Company



**GATEWAY
MAPPING
INC.**
a J-U-B Company

OTHER J-U-B COMPANIES

AGENDA

Quick Review of the Master Plan



Airport Phased Development



Review Draft ALP

WHERE ARE WE IN THE PROCESS?

Working Paper 1



- ✓ Study Initiation
- ✓ Public Involvement/ Stakeholder Coordination
- ✓ Aviation Inventory and Existing Conditions
- ✓ Environmental
- ✓ Aviation Forecasts

Working Paper 2



- ✓ Facility Requirements
- ✓ Alternatives and Development Evaluation

Final Product



- ✓ Facilities Implementation Plan and Financial Feasibility Analysis
- **Update Airport Master Plan Narrative**
- **Update Airport Layout Plans**

PROJECT SCHEDULE

ONO	Completed	03/2022	04/2022	05/2022	06/2022	07/2022	08/2022	09/2022	10/2022	11/2022	12/2022
Project Creation	★										
Chapter 1 Introduction	📖										
Chapter 2 Inventory	📖										
Chapter 3 Forecasts		📖									
Chapter 4 Facility Requirements				📖							
Chapter 5 Alternatives					📖						
Chapter 6 Phased Development							📖				
Chapter 7 ALP Drawings									📖		★
FAA Reviews		➡					➡			➡	
Consultations/Public Involvement	👥	👥			👥					👥	
Deliverables	📄					📄			📄		📄

You are here!

PUBLIC INVOLVEMENT

- Solicited information via
 - In-person conversations
 - Survey
 - Social Media
 - Feedback from TAC members
 - Public open house



TAC MEMBERS

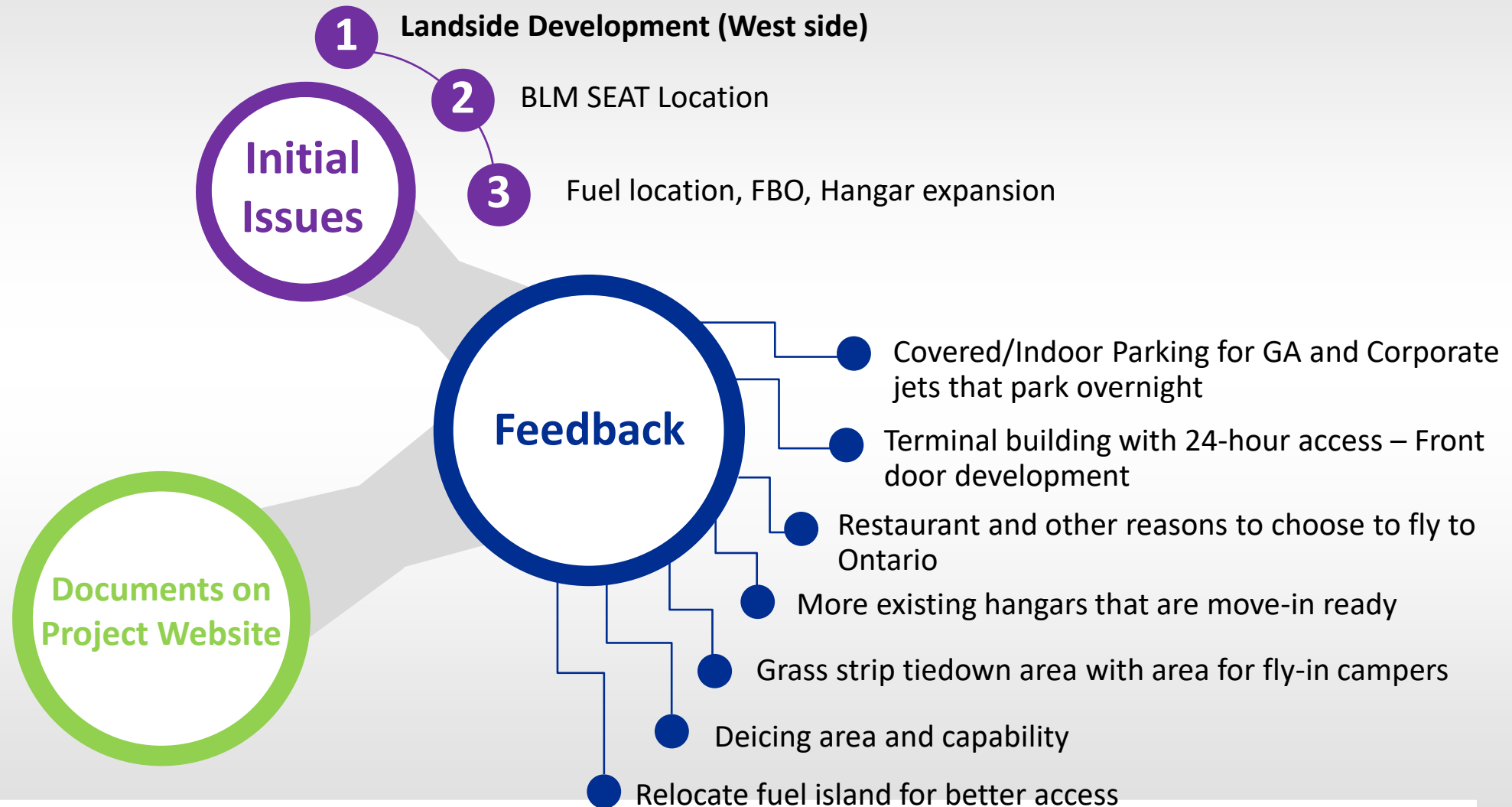


Justin Zysk
John Kirby
Dan Cummings
John Freeburg
Gary Taylor
Shawn Coleman
Shay Myers
Luke Keller
David Bryant
Brian Rindlisbacher
Michael Spelman
Catherine Weber
Shawna Peterson

Airport Manager
City Council
Economic Development Director
Committee
Committee President
Committee Vice Chair
Committee
Committee
TVCC
BLM
BLM
FBO
Eastern Oregon Border Board

Who are we
missing?

SUMMARY OF PUBLIC INVOLVEMENT COMMENTS



PROJECT WEBSITE



Welcome to the Ontario, Oregon Airport Master Plan Update.

Over the coming months the Airport will evaluate the overall facilities and surrounding environment of the airport and seek input for future plans. The project is particularly focused on the land located west of the runway where the golf course used to be. The City and the Airport want to use the available space to provide benefit to the community and additional revenues for the Airport. Your input is appreciated. Information about the project, the process, and the documents created will be updated on this page as the City moves through the Master Planning effort.

Master Plan Documents

Chapter 1 - Introduction

Chapter 2 - Inventory

Chapter 3 - Forecast

Chapter 4 - Facilities Requirements

Chapter 5 - Alternatives

Chapter 6 - Project Implementation

Chapter 7 - ALP

Draft ALP Sheet 2

Planning Links

Master Plan Future Use Survey

TAC Meeting 1

TAC Meeting 2

TAC Meeting 2 Notes

TAC Meeting 3

TAC Meeting 3 Notes

Contact Information

If you have comments, ideas, or questions concerning the future of the Ontario Airport, please contact the project representative or the airport manager

Justin Zysk - Airport Manager

Call: 541-709-7651

Email: [Click Here](#)

Dan Cummings - Project Representative

Call: 541-881-3222

Email: [Click Here](#)

<https://onomasterplan.jub.com/>

CRITICAL AIRCRAFT FOR DESIGN

Airport Design

- Airfield Design Based Upon Aircraft
- Based upon Wingspan and Approach Speed
- Also based upon Wheel Track and Wheelbase
- 500 Take-offs or Landings by 'Biggest and Fastest' Aircraft, Determine Which set of Design Standards
- Critical Aircraft

Airplane Approach Category (AAC)

Category	Approach Speed (kts)
A	Less than 91
B	91 or greater, but less than 121
C	121 or greater, but less than 141
D	141 or greater, but less than 166
E	166 or greater

Airplane Design Groups (ADG)

Group	Tail Height (ft)	Wingspan (ft)
I	<20	<49
II	20-<30	49-<79
III	30-<45	79-<118
IV	45-<60	118-<171
V	60-<66	171-<214
VI	66-<80	214-<262



A-I
Cessna 172



A-II
Pilatus PC-12



B-I
Cessna Citation
Mustang



B-II
Air Tractor AT-802



B-II
King Air B-200

Critical Aircraft

	Consultant	FAA
Existing Based Aircraft Count	89	59
Projected 20-Year Based Aircraft Count	105	59
2021 Annual Operations	18,062	13,138
Projected 20-Year Operations Count	22,300	15,316

	2021	2026	2031
Projected B-II Operations	2,245	2,540	2,873
Short-term Airport Design Codes	ADG B-II / TDG-2: Beechcraft King Air 200, Air Tractor AT-802		
Ultimate Airport Design Codes	ADG B-II / TDG-2: Beechcraft King Air 200, Air Tractor AT-802		

LANDSIDE FACILITY REQUIREMENTS



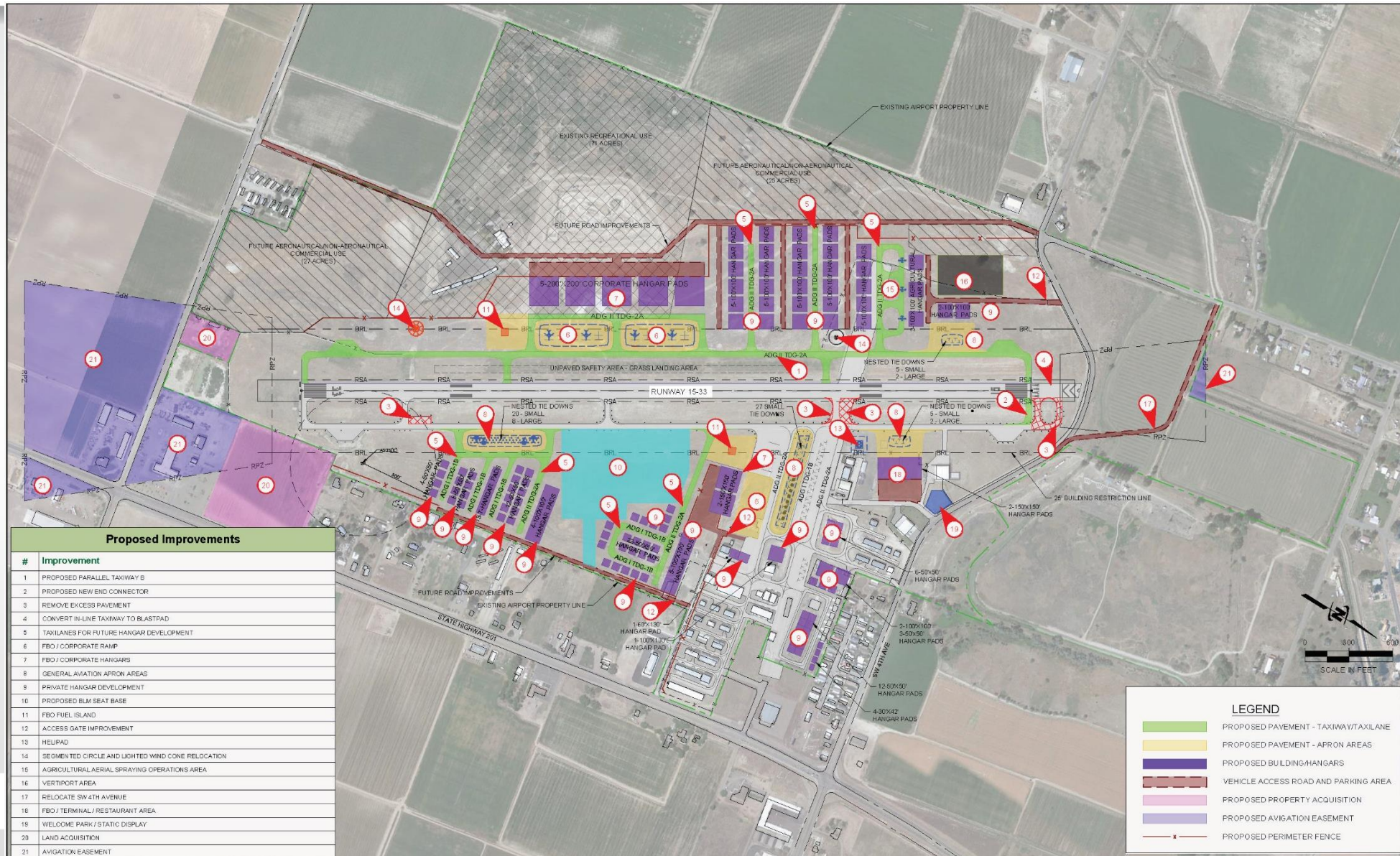
TABLE 4.18

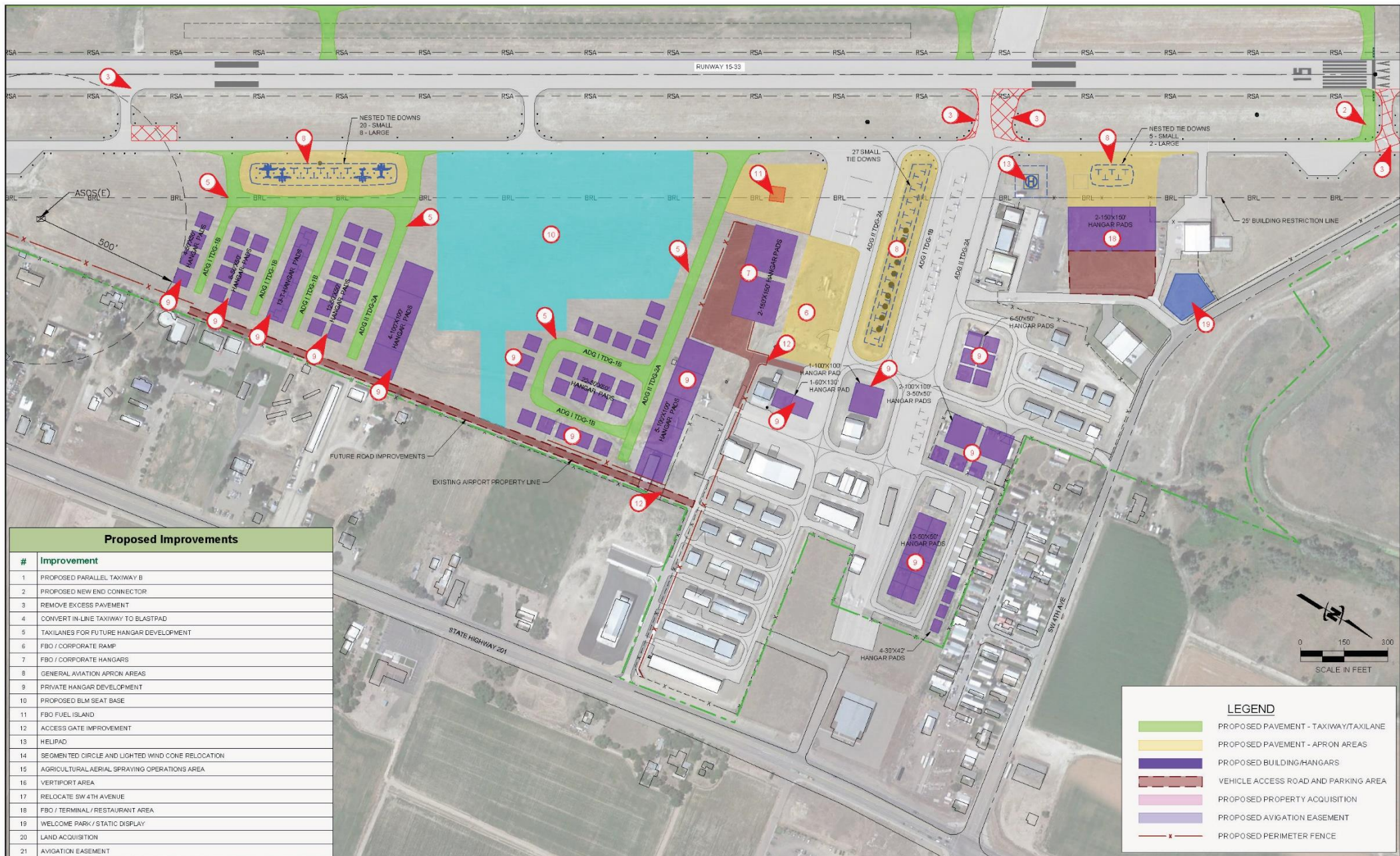
AIRSIDE AND LANDSIDE FACILITY REQUIREMENT RECOMMENDATIONS

	Existing	Current Need	Forecast		
	2021		2026	2031	2041
Hangar Aircraft Storage					
Based Aircraft	89		92	96	105
Hangar Units					
T-Hangars	26	29	29	29	31
Box Hangars	41	46	49	51	57
Corporate Hangars	4	5	5	6	7
Hangar Area (SF)					
T-Hangars	29,313	32,470	32,673	33,119	35,159
Box Hangars	61,897	74,501	78,438	81,848	91,039
Corporate Hangars	31,351	37,621	38,938	47,403	51,847
Total Hangar Area	122,542	144,592	150,049	162,370	178,044
Aircraft Parking Positions					
ADG I Parking Positions					
Based Aircraft	36	17	17	18	19
Itinerant Aircraft		11	12	12	13
ADG II Parking Positions					
Based Aircraft	3	0	0	0	1
Itinerant Aircraft		3	3	3	3
Helicopter Parking Positions					
Based Aircraft	1	1	1	1	1
Itinerant Aircraft		1	1	2	2
Aircraft Parking Apron (SF)					
ADG I Aircraft Apron Area	56,350	70,144	72,718	75,225	80,240
ADG II Aircraft Apron Area	45,600	16,030	17,355	17,335	23,140
Helicopter Apron Area	3,600	7,225	7,225	14,450	14,450
Total Apron Area	105,550	93,399	97,298	107,030	117,830
Support Facilities					
GA Terminal Building					
Area (SF)	1,984	2,813	3,125	3,125	3,438
Auto Parking					
Vehicle Parking Spaces	18	47	51	52	57
Vehicle Parking Area (SF)	7,536	16,450	17,850	18,200	19,950

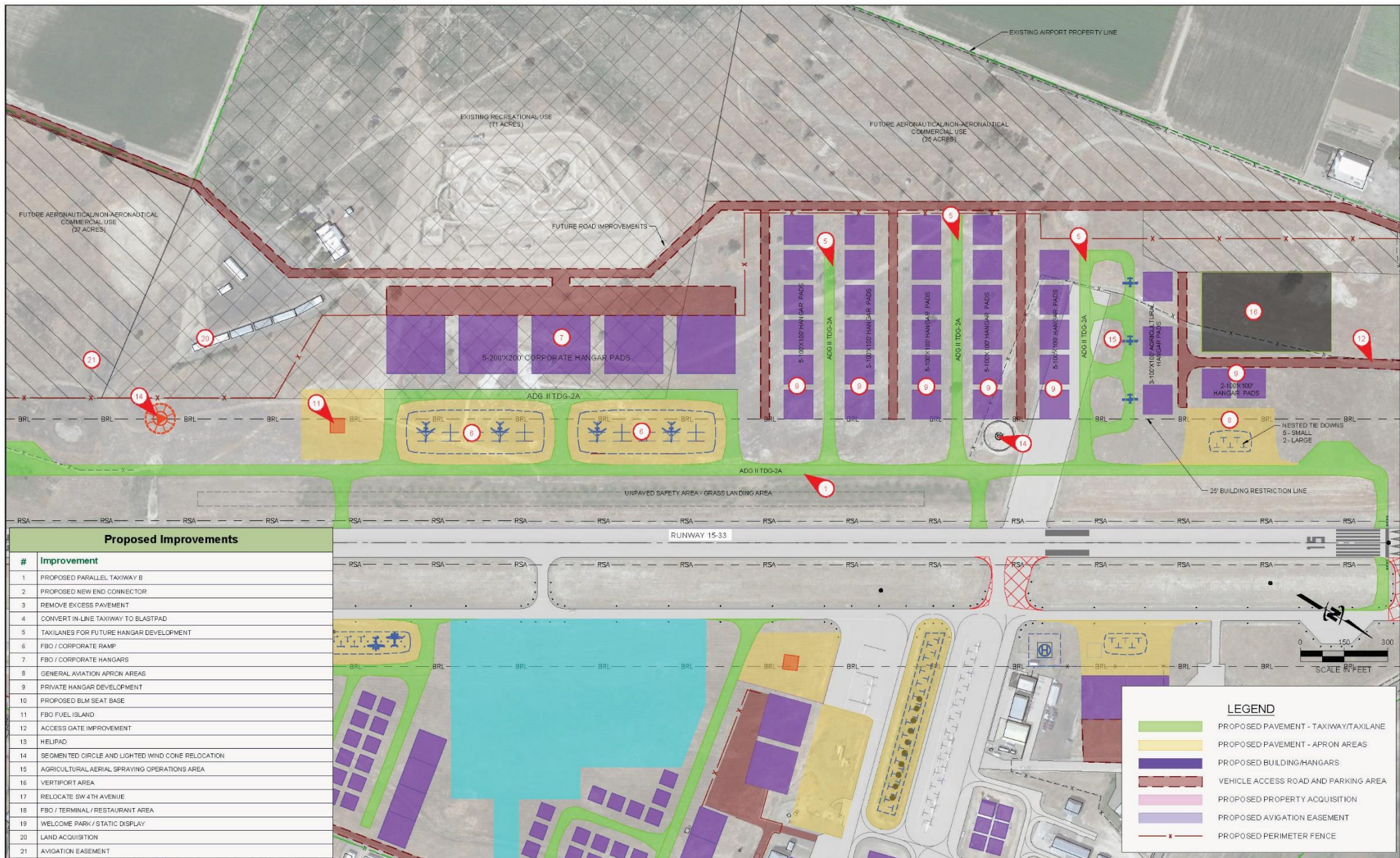
Source: J-U-B Analysis

PREFERRED ALTERNATIVE

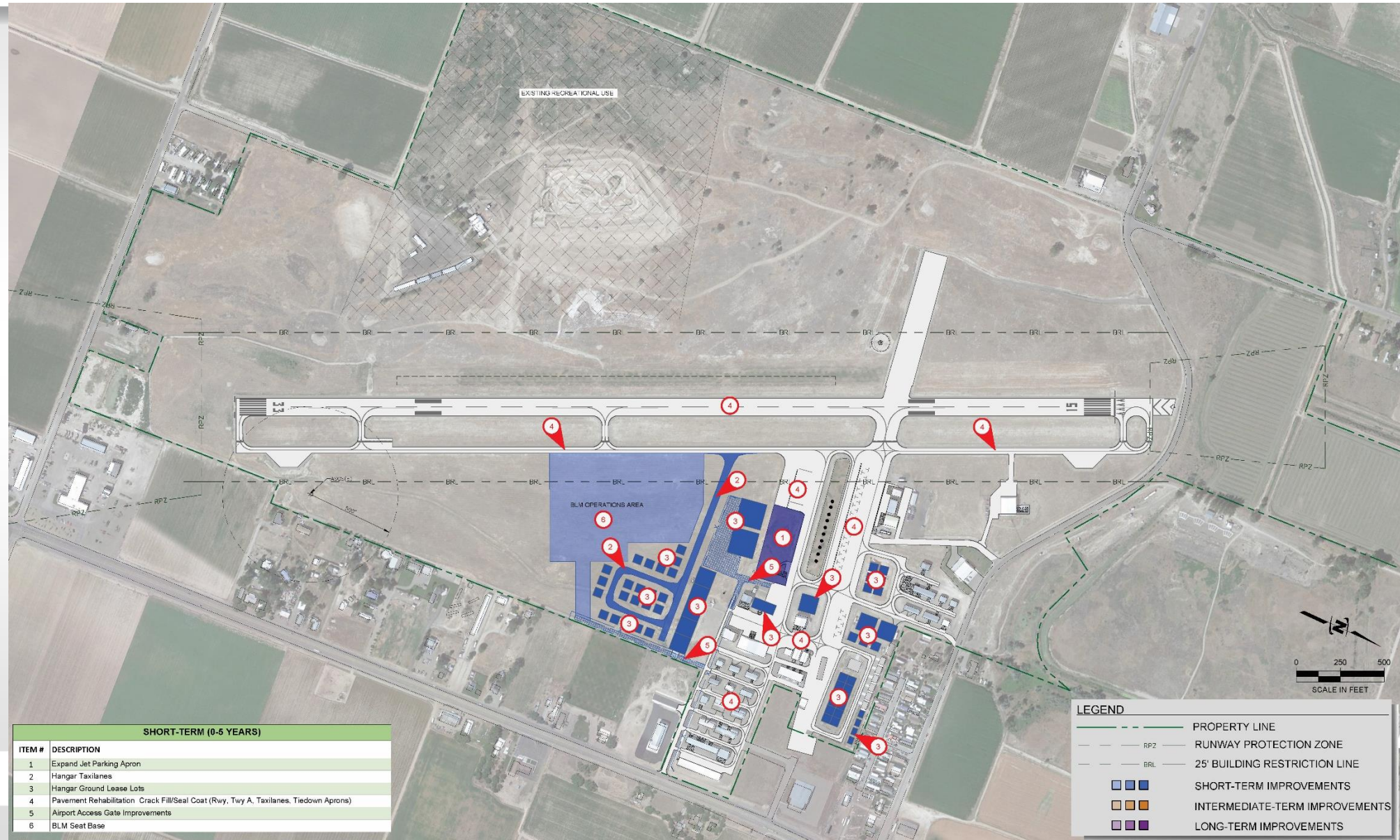




KONO Preferred Alternative (East Side)



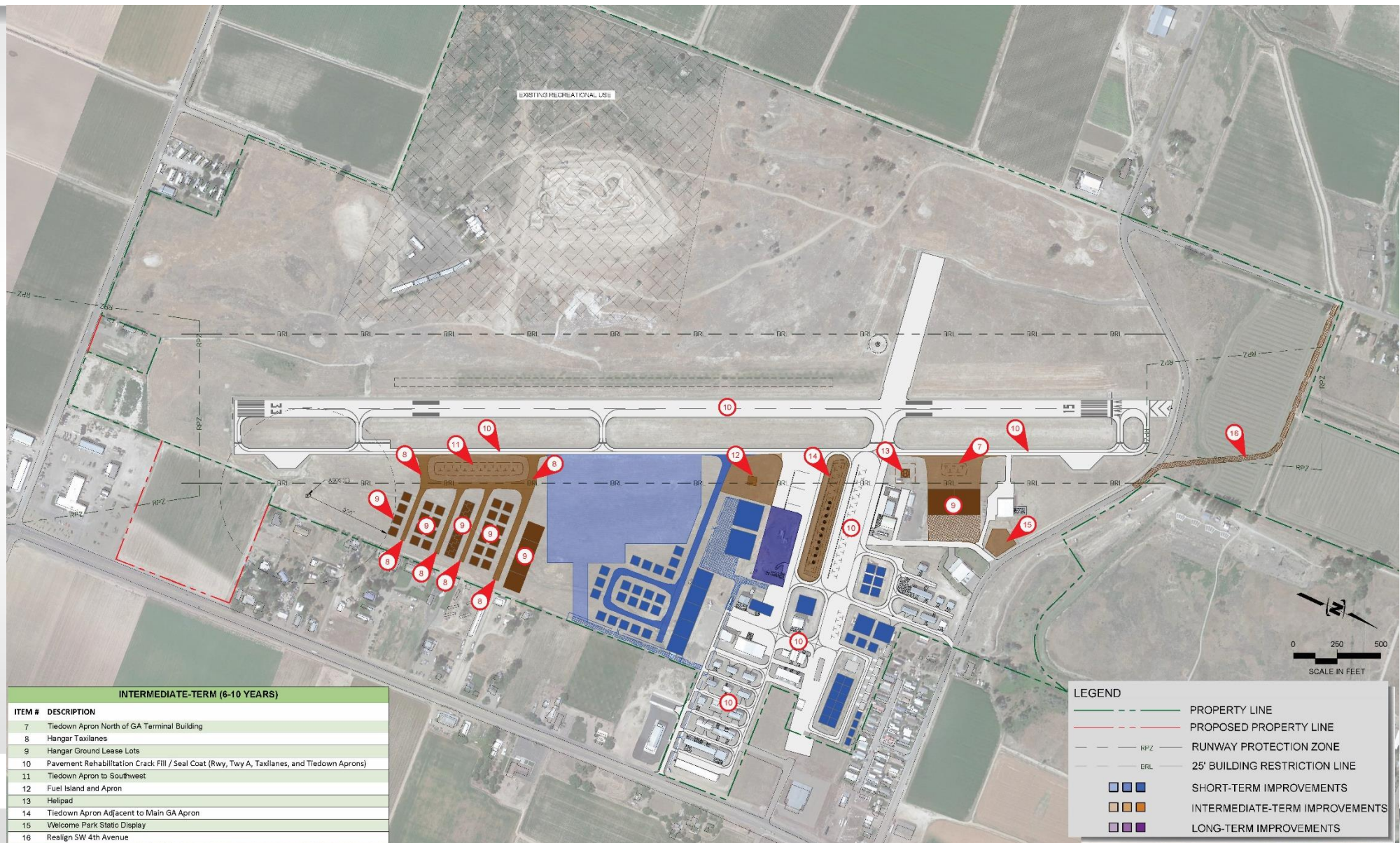
FUTURE IMPROVEMENTS: SHORT TERM



CAPITAL IMPROVEMENT PLAN: SHORT TERM

No.	Description	Total Cost	Funding		
			FAA (90%)	State (9%)	Local (1%)
1	Expand Jet Parking Apron	\$889,624	\$800,661	\$80,066	\$8,897
2	Hangar Taxilanes	\$1,382,726	\$1,244,453	\$124,445	\$13,828
3	Hangar Ground Lease Lots	\$0	\$0	\$0	\$0
4	Pavement Rehabilitation Crack Fill/Seal Coat (Rwy, Twy A, Taxilanes, and Tiedown Aprons	\$541,864	\$487,677	\$48,767	\$5,420
5	Airport Access Gate Improvements	\$294,624	\$265,161	\$26,516	\$2,947
6	BLM SEAT Base	\$0	\$0	\$0	\$0
	Short-Term Improvements Cost Total	\$3,108,838	\$2,797,952	\$279,794	\$31,092

FUTURE IMPROVEMENTS: INTERMEDIATE TERM



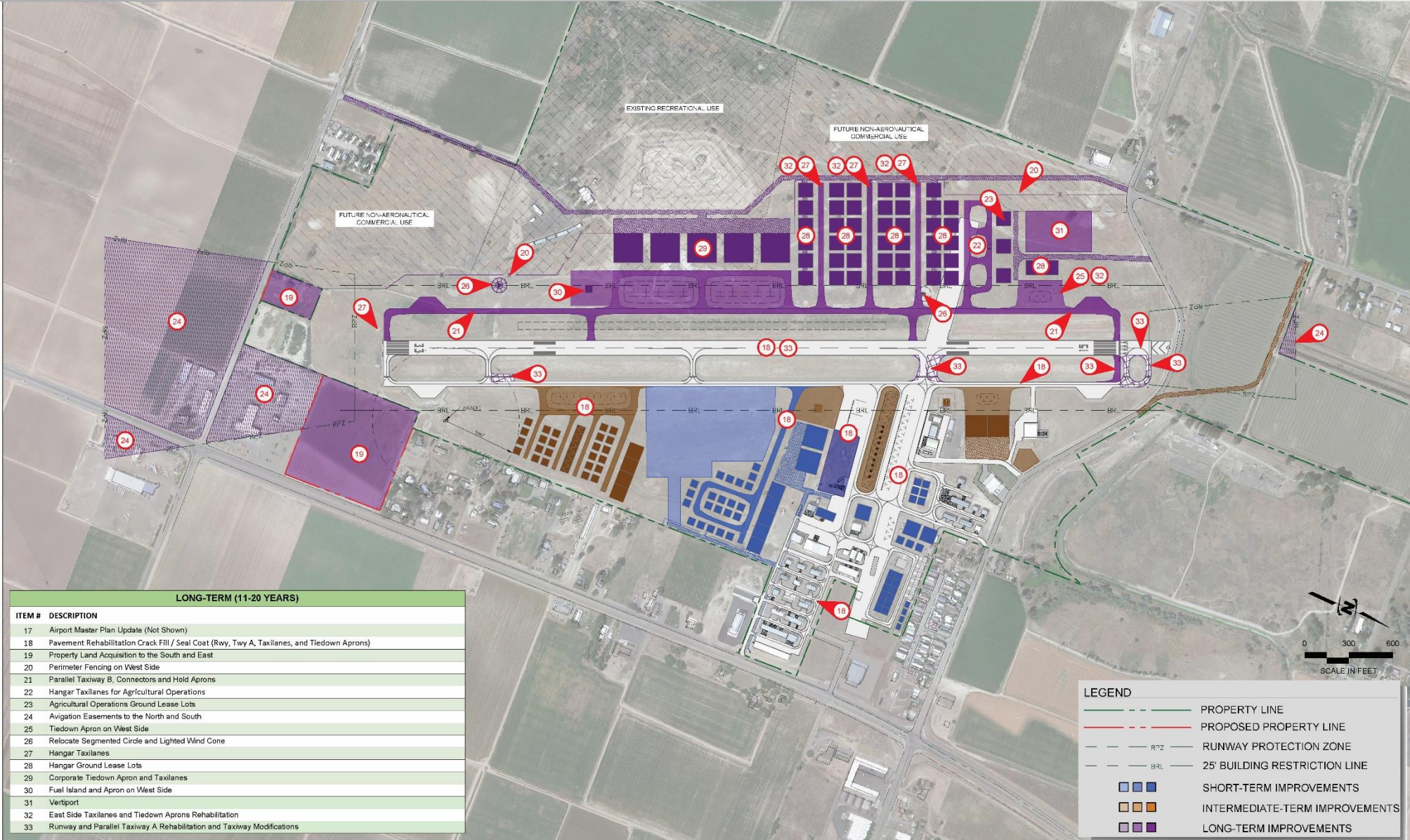
CONCEPT



CAPITAL IMPROVEMENT PLAN: INTERMEDIATE TERM

No.	Description	Total Cost	Funding		
			FAA (90%)	State (9%)	Local (1%)
7	Tiedown Apron North of GA Terminal Building	\$1,086,255	\$977,629	\$97,762	\$10,864
8	Hangar Taxilanes	\$1,185,842	\$1,067,257	\$106,725	\$11,860
9	Hangar Ground Lease Lots	\$0	\$0	\$0	\$0
10	Pavement Rehabilitation Crack Fill/Seal Coat (Rwy, Twy A, Taxilanes, and Tiedown Aprons)	\$588,696	\$529,826	\$52,982	\$5,888
11	Tiedown Apron to Southwest	\$1,316,463	\$1,184,816	\$118,481	\$13,166
12	Fuel Island and Apron	\$2,246,345	\$2,021,710	\$202,171	\$22,464
13	Helipads	\$225,045	\$202,540	\$20,254	\$2,251
14	Tiedown Apron Adjacent to Main GA Apron	\$1,493,872	\$1,344,484	\$134,448	\$14,940
15	Welcome Park Static Display	\$120,000	\$108,000	\$10,800	\$1,200
16	Realign SW 4th Avenue	\$2,947,701	\$2,652,930	\$265,293	\$29,478
	Intermediate-Term Improvements Cost Total	\$11,210,218	\$10,089,192	\$1,008,916	\$112,110

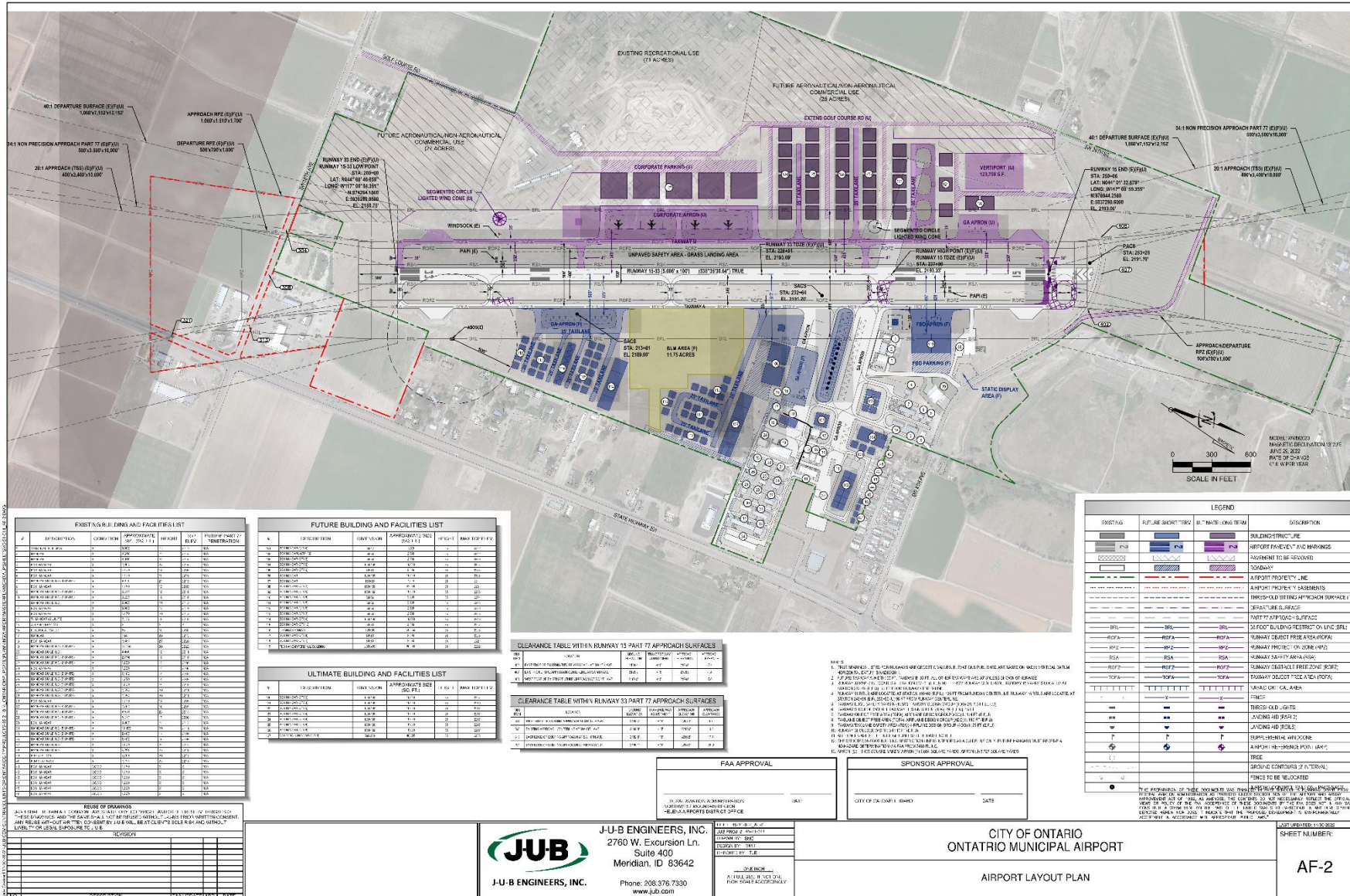
FUTURE IMPROVEMENTS: LONG TERM



CAPITAL IMPROVEMENT PLAN: LONG TERM

No.	Description	Total Cost	Funding		
			FAA (90%)	State (9%)	Local (1%)
17	Airport Master Plan Update	\$407,500	\$366,750	\$36,675	\$4,075
18	Pavement Rehabilitation Crack Fill/Seal Coat (Rwy, Twy A, Taxilanes, and Tiedown Aprons)	\$628,729	\$565,856	\$56,585	\$6,288
19	Property Land Acquisition to the South and East	\$929,600	\$836,640	\$83,664	\$9,296
20	Perimeter Fencing on West Side	\$397,605	\$357,844	\$35,784	\$3,977
21	Parallel Taxiway B, Connectors and Hold Aprons	\$4,352,897	\$3,917,606	\$391,760	\$43,531
22	Hangar Taxilanes for Agricultural Operations	\$1,399,955	\$1,259,959	\$125,995	\$14,001
23	Agricultural Operations Ground Lease Lots	\$0	\$0	\$0	\$0
24	Avigation Easements to the North and South	\$203,950	\$183,555	\$18,355	\$2,040
25	Tiedown Apron on West Side	\$1,136,786	\$1,023,107	\$102,310	\$11,369
26	Relocate Segmented Circle and Lighted Wind Cone	\$146,125	\$131,512	\$13,151	\$1,462
27	Hangar Taxilanes	\$1,190,071	\$1,071,063	\$107,106	\$11,902
28	Hangar Ground Lease Lots	\$0	\$0	\$0	\$0
29	Corporate Tiedown Aprons and Taxilanes	\$6,863,995	\$6,177,595	\$617,759	\$68,641
30	Fuel Island and Apron on West Side	\$2,412,321	\$2,171,088	\$217,108	\$24,125
31	Vertiport	\$196,667	\$177,000	\$17,700	\$1,967
32	Rehabilitate Taxilanes and Tiedown Aprons on East Side	\$346,680	\$312,012	\$31,201	\$3,467
33	Rehabilitate Runway and Taxiway A, Construct Parallel Taxiway A Connector on Runway 15 End, Convert In-Line Taxiway to Blast Pad on Runway 15 End, and Remove Excess Pavement	\$661,311	\$595,180	\$59,518	\$6,613
	Long-Term Improvements Cost Total	\$21,274,191	\$19,146,767	\$1,914,671	\$212,753

DRAFT EXHIBIT A



NEXT STEPS

```
graph LR; A[Finalize Narrative Document] --> B[Complete ALP, Checklist, and Signatures]; B --> C[Submit Document and ALP Set to FAA];
```

Finalize Narrative Document

**Complete ALP, Checklist, and
Signatures**

**Submit Document and ALP Set
to FAA**

THANK YOU!



J-U-B ENGINEERS, INC.



**THE
LANGDON
GROUP**



**GATEWAY
MAPPING
INC.**

OTHER J-U-B COMPANIES

[illegible]

ULTIMATE BUILDING AND FACILITIES LIST					
#	DESCRIPTION	DIMENSION	APPROXIMATE SIZE (SQ. FT.)	HEIGHT	MAX TOP ELEV.
120	BOX HANGAR (QTY 2)	100X100	10,000	35	2219
121	BOX HANGAR (QTY 3)	100X100	10,000	35	2219
122	BOX HANGAR (QTY 5)	100X100	10,000	35	2217
123	BOX HANGAR (QTY 6)	100X100	10,000	35	2217
124	BOX HANGAR (QTY 6)	100X100	10,000	35	2217
125	BOX HANGAR (QTY 6)	100X100	10,000	35	2217
126	BOX HANGAR (QTY 5)	100X100	10,000	35	2217
127	CORPORATE HANGAR (QTY 5)	200X200	40,000	35	2238

CLEARANCE TABLE WITHIN RUNWAY 33 PART 77 APPROACH SURFACES					
DIST ITEM	LOCATION	HIGHEST POINT	TRAVERSE WAY ADJUSTMENT	APPROACH ADJUSTMENT	APPROACH CLEARANCE
304	WEST EDGE OF EXISTING APPROACH AT SW 18TH AVE	2182.4	+15'	2206.1'	9.7'
308	EXISTING APPROACH CENTERLINE AT SW 18TH AVE	2182.9	+15'	2212.0'	13.3'
313	EAST EDGE OF EXISTING APPROACH AT SW 18TH AVE	2182.8	+15'	2216.9'	17.7'
321	EAST EDGE OF EXISTING APPROACH AT HIGHWAY 201	2186.1'	+15'	2234.0'	33.9'

SPONSOR APPROVAL	
CITY OF CALDWELL, IDAHO	DATE

THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

LAST UPDATED: 11/30/2022
SHEET NUMBER:



Marijuana Tax Update

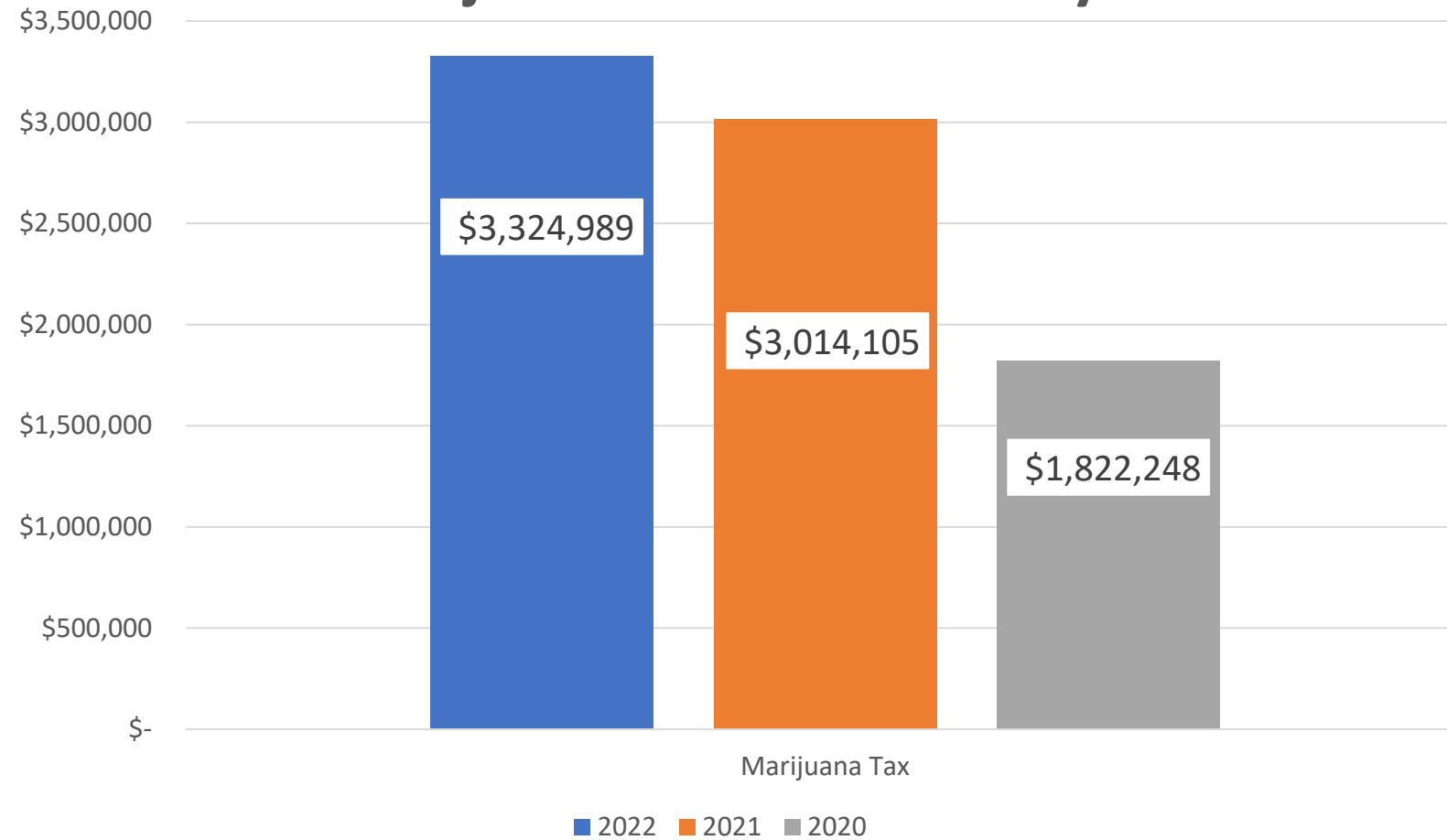
DECEMBER 9, 2022



ONTARIO
OREGON

2022-2023 MARIJUANA TAX REVENUES

Marijuana Revenue History



BUDGET VS PROJECTED



2022-2023 BUDGET FOR
MARIJUANA TAX
\$3,500,000

Using last 2
quarter payments

2022-2023 PROJECTION
FOR MARIJUANA TAX
\$2,540,000

Approximately
\$960K short



CLATSOP
OREGON

2022-2023 BUDGETED EXPENDITURES

PROJECTS IN PROCESS OR COMPLETED



Project	Cost
ONTARIO PROMISE	\$100,000
EQUIPMENT STORAGE	\$25,000
UNDERGROUND IRRIGATION	\$20,000
EVIDENCE ROOM	\$35,000
DUMP TRUCK	\$78,000
ODOT SIGNAL UPGRADES	\$25,000
AIRPORT LIGHTING IMP	\$16,000
PARKS UTILITY CART	\$11,000
FAA GRANT MATCH	\$9,060
NETWORK INFRASTRUCTURE	\$50,000
SOFTBALL BACKSTOPS	\$25,000
FIRE SUPERVISOR VEHICLE	\$50,000
POLICE OFFICER	\$77,600
HUMANITARIAN FUND	\$15,000

TOTAL
\$536,660

REMAINING PROJECTS



Project	Cost
TECH FAIR	\$5,000
TRANSIT	\$15,000
LION'S PARK SIDEWALK	\$60,000
SIDEWALK INCENTIVE	\$50,000
DOWNTOWN ATTRACTION	\$70,000
WAYFINDING SIGNS	\$60,000
ODOT SIGNAL UPGRADES	\$10,000
PERS SIDE ACCOUNT	\$1,750,000
TRAIL	\$153,705
CEMETERY/PARKS PICKUP	\$27,500
EAST LANE REPAIR	\$75,000
STREET GRANT MATCH	\$100,000
PLAYGROUND MATCH	\$30,000
METERS AIRPORT WELL	\$10,000
PARKS SECURITY CAMERAS	\$10,000

Project	Cost
BECK PARK PATH	\$45,000
LION'S PARK SHELTER	\$100,000
CEMETERY EQUIP STORAGE	\$47,500
CRACKFILL/CHIPSEAL	\$158,045
CONTINGENCY	\$186,590

TOTAL
\$2,963,340

STAFF RECOMMENDATIONS FOR CUT



Project	Cost	
ODOT SIGNAL UPGRADES	\$10,000	UNDER BUDGET
TRAIL	\$153,705	WON'T BE SPENT IN 22-23
CEMETERY/PARKS PICKUP	\$27,500	CAN'T ORDER
STREET GRANT MATCH	\$100,000	NOT LIKELY TO BE USED IN 22-23
METERS AIRPORT WELL	\$10,000	ALREADY INSTALLED UNDER REPAIRS
CEMETERY EQUIP STORAGE	\$47,500	WILL BE MUCH MORE EXPENSIVE

TOTAL
\$348,705

OTHER OPTIONS



AFTER RECOMMENDATIONS CALCULATIONS

SHORTAGE	\$960,000
CUTS FROM PRIOR PAGE	(\$348,705)
DIFFERENCE	\$611,295

CURRENT PERS

ORIGINAL BUDGET (GF)	\$1,750,000
PUBLIC WORKS PORTION	\$148,689
PRIOR YEAR PERS CARRYOVER	\$648,689
TOTAL	\$2,547,378

IF SHORTAGE CAME FROM PERS

	\$2,547,378
SHORTAGE	(\$611,295)
POTENTIAL PAYMENT TO PERS	\$1,936,083

OTHER DISCUSSION



OTHER
OPTIONS?

COUNCIL
PRIORITIES?



**AGENDA REPORT
NEW BUSINESS**
December 13, 2022

To: Mayor and City Council

FROM: Tori Barnett, City Recorder

THROUGH: Danny K. Cummings, City Manager

SUBJECT: **RESOLUTION #2022-148: ABSTRACT OF VOTES: NOVEMBER 8, 2022 GENERAL ELECTION**

DATE: November 29, 2022

PROPOSED MOTION:

I MOVE THAT THE CITY COUNCIL ADOPT RESOLUTION #2022-148, A RESOLUTION ADOPTING THE ABSTRACT OF VOTES FOR THE NOVEMBER 8, 2022, GENERAL ELECTION.

SUMMARY:

Pursuant to state statute, the City Council is required to adopt a resolution accepting the Abstract of Votes as provided by the County Clerk, reflecting the results from an election.

BACKGROUND:

Every two years, the city participates in a General Election for half of the positions of City Councilor, and every four years for the position of Mayor. This year, November 8, 2022, an election was held for the positions of Mayor, three Councilors, and a local measure. State statute requires the City Council to adopt a resolution accepting the results of the election, as provided by the county.

CURRENT SITUATION:

The Abstract of Votes for the November 8, 2022, General Election were received from the Malheur County Clerk on December 5, 2022. The Council needs to adopt a resolution accepting the results of the election.

ANALYSIS:

- A. **STRATEGIC PLAN** None.
- B. **FINANCIAL** None.
- C. **TIMING** This resolution needs to be adopted prior to January 1, 2023.
- D. **POLICY/LEGAL** Adoption of a resolution by the City Council reflecting the results of an election is a requirement under state statute.

ALTERNATIVES:

The Council could choose not to adopt the resolution, which goes against the state requirement. This will not alter the results of the election as presented by the Malheur County Elections Clerk.

RECOMMENDATION:

Staff recommends adoption of Resolution #2022-148.

ATTACHMENTS:

1. Reso #2022-148 Declaring 2022 Election Results
2. Abstract of Votes - November 8, 2022 General Election



RESOLUTION #2022-148

A RESOLUTION ACCEPTING THE ABSTRACT OF VOTES FOR THE NOVEMBER 8, 2022 GENERAL ELECTION

- WHEREAS,** at a general election held in the State of Oregon on November 8, 2022, in the City of Ontario, Oregon, there was submitted to the voters the candidates for office of Mayor and three City Councilors; and
- WHEREAS,** Measure 23-69 regarding psilocybin was also on the ballot for voter consideration, to-wit: Shall City of Ontario prohibit psilocybin-related businesses in the city?; and
- WHEREAS,** the City Council of the City of Ontario has canvassed the results of said election and has found as follows:

MAYOR	TOTAL VOTES CAST
Deborah K. Folden	1131
Eddie Melendrez	978
Riley J. Hill	779

COUNCILOR	TOTAL VOTES CAST
Penny Bakefelt	1472
Ken Hart	1471
Susann Mills	1448
Michael Braden	1413
McShane Erlebach	969

MEASURE #23-69: PROHIBIT PSILOCYBIN-RELATED BUSINESSES WITHIN CITY OF ONTARIO

Yes	1883
No	1008

NOW THEREFORE, BE IT HEREBY RESOLVED by the Ontario City Council to adopt the results from the General Election held November 8, 2022, as listed below:

1. Deborah K. Folden was elected as Mayor for the City of Ontario.
2. Penny Bakefelt was elected as Councilor for the City of Ontario.
3. Ken Hart was elected as Councilor for the City of Ontario.
4. Susann Mills was elected as Councilor for the City of Ontario.
5. Measure 23-69 successfully passed.

EFFECTIVE DATE: Effective immediately upon passage.

PASSED AND ADOPTED by the City Council of the City of Ontario this 13th day of December, 2022, by the following vote:

AYES:

NAYES:

ABSENT:

APPROVED by the Mayor this 13th day of December, 2022.

Riley J. Hill, Mayor

ATTEST:

Tori Barnett, MMC, City Recorder

[illegible]

[illegible]

[illegible]



**AGENDA REPORT
NEW BUSINESS**
December 13, 2022

To: Mayor and City Council

FROM: Kari Ott, Finance Director

THROUGH: Danny K. Cummings, City Manager

SUBJECT: RESOLUTION #2022-149: SUPPLEMENTAL BUDGET FOR CARRYOVER PROJECTS

DATE: December 6, 2022

PROPOSED MOTION:

I MOVE THE CITY COUNCIL APPROVE RESOLUTION #2022-149: A SUPPLEMENTAL BUDGET TO APPROPRIATE FUNDS FOR CARRYOVER PROJECTS

SUMMARY:

Attached is Resolution #2022-149.

BACKGROUND:

The city held budget meetings in March 2022 and officially adopted the budget in April 2022. The city is on the modified accrual basis of accounting which can make it difficult to estimate project expense timing. Due to this, there are a few projects that weren't completed by June 30, 2022, and need to carry over to the 2022-2023 budget year.

CURRENT SITUATION:

The details of the projects not completed at June 30, 2022, and carried over to 2022-2023 are as follows:

DOWNTOWN ATTRACTION	\$	173,968
ENTERPRISE CAMERA	\$	16,730
SYSTEM		
POLE BARN - EQUIP	\$	25,040
STORAGE		
BECK BATHROOM	\$	109,834
AUTO EQUIP	\$	8,896
SECURITY MATCHING GRANT	\$	2,219
FAÇADE GRANT	\$	11,050
DOWNTOWN LIGHTING	\$	265,244
BROWNSFIELD GRANT	\$	150,000

MAYBERRY HOUSING INCENTIVE	\$	80,000
AIRPORT WW EXTENSION	\$	225,834
METER REGISTER REPLACEMENT	\$	19,390
AIRPORT WAY WATER & SEWER	\$	35,000
AIRPORT WAY STREET IMPROVEMENTS	\$	104,500
EFFLUENT CONTROL VALVE	\$	15,863
HEINZ METER SIGNAL	\$	27,878
AUTOMATIC BACKWASH SYSTEM	\$	37,455
MICROCHLOR CELL REPLACEMENT	\$	15,000
SOLIDS REMOVAL	\$	50,000
POLE BARN	\$	12,521
WELL 14 - FLOW METER	\$	7,500
CHLORINE GENERATION SYSTEM	\$	7,500
FLOC MECHANISM AND BOOSTER PUMP (EASTSIDE)	\$	46,712
BOOSTER PUMP (WESTSIDE)	\$	76,325
BOOSTER PUMP (WESTSIDE)	\$	90,000
RESERVOIR IMPROBEMENTS	\$	27,000
AIRPORT WAY STORM SEWER	\$	10,500

There will be a supplemental budget resolution in January for items that make a 10% or greater change. This will be for the sewer fund and also the PERS payment that wasn't made last year of \$648,689.

ANALYSIS:

- A. **STRATEGIC PLAN** No direct impact on the strategic plan.
- B. **FINANCIAL** The funds were budgeted in the prior year to be spent. Since they weren't finished on June 30, 2022 the Beginning Fund Balance is higher than budgeted. This will increase the beginning fund balance and also increase expenditures for a zero net effect.
- C. **TIMING** Approval of this resolution would allow the projects to be completed.
- D. **POLICY/LEGAL** A formal resolution approved by the City Council is required to expend funds per ORS 294.

ALTERNATIVES:

A. Take No Action - The Council could take no action on this matter. This would cause the projects to be halted or budget over expenditures.

RECOMMENDATION:

Staff recommends the City Council approve Resolution #2022-149.

ATTACHMENTS:

1. Resolution #2022-149 CARRYOVER ITEMS



RESOLUTION #2022-149

A SUPPLEMENTAL BUDGET TO APPROPRIATE FUNDS FOR CARRYOVER PROJECTS

- WHEREAS,** The City held budget meetings in March 2022 and adopted the budget in April 2022; **and**
- WHEREAS,** There were projects budgeted to be completed in 2022, but didn't get completed before the end of the year and one grant that was extended; **and**
- WHEREAS,** Projects consist different projects in the General, Capital Projects, Street, Water and Storm funds; **and**
- WHEREAS,** The City desires to modify the 2022-2023 budget in order to appropriate the funding.

NOW THEREFORE, BE IT HEREBY RESOLVED by the Ontario City Council, to approve the following adjustment to the fiscal year 2022-2023 budget:

Line Item	Item Description	FY 22-23 Budget	Amount of Change	Adjusted Budget
GENERAL FUND				
001-004-719296	Pole Barn – Equipment Storage	\$25,000	\$25,040	\$50,040
001-004-713600	Downtown Attraction	\$ -	\$173,968	\$173,968
001-004-713603	Enterprise Camera System	\$ -	\$16,730	\$16,730
001-020-714124	Beck Bathroom	\$ -	\$109,834	\$109,834
001-024-711200	Automotive Equipment	\$ -	\$8,896	\$8,896
001-017-615563	Security Matching Grant	\$20,000	\$2,219	\$22,219
001-017-615559	Façade Grant	\$20,000	\$11,050	\$31,050
001-004-713601	Downtown Lighting	\$ -	\$265,244	\$265,244
001-000-406000	Available Cash on Hand	\$3,247,069	\$612,981	\$3,860,050
GRANT FUND				
010-000-458111	IFA Brownsfield Grant	\$ -	\$150,000	\$150,000
010-038-714196	Brownsfield Grant	\$ -	\$150,000	\$150,000
CAPITAL PROJECTS FUND				
030-086-614730	Mayberry Housing Incentive	\$ -	\$80,000	\$80,000
030-000-406086	Available Cash – Special Projects	\$572,889	\$80,000	\$652,889
030-087-714124	Airport WW Extension	\$ -	\$225,834	\$225,834
030-087-719314	Meter Register Replacement	\$75,000	\$19,390	\$94,390
030-087-719319	Airport Way Water & Sewer	\$ -	\$35,000	\$35,000
030-000-406087	Available Cash – UCF Depart	\$2,463,540	\$280,224	2,743,764
STREET FUND				

045-090-719285	Airport Way Street Improvements	\$ -	\$104,500	\$104,500
045-000-406000	Available Cash on Hand	\$800,000	\$104,500	\$904,500
WATER FUND				
105-160-712109	Effluent Control Valve	\$ -	\$15,863	\$15,863
105-160-712110	Heinz Meter Signal	\$ -	\$27,878	\$27,878
105-160-712111	Automatic Backwash System	\$ -	\$37,455	\$37,455
105-160-719210	Microchlor Cell Replacement	\$ -	\$15,000	\$15,000
105-160-719231	Solids Removal	\$ -	\$50,000	\$50,000
105-160-719296	Pole Barn – Equipment Storage	\$50,000	\$12,521	\$62,521
105-160-712106	Well 14 – Flow Meter	\$ -	\$7,500	\$7,500
105-160-712107	Chlorine Generation System	\$ -	\$7,500	\$7,500
105-160-712113	Floc Mechanism	\$75,000	\$46,712	\$121,712
105-160-712114	Booster Pump (Eastside)	\$ -	\$76,325	\$76,325
105-160-712115	Booster Pump (Westside)	\$ -	\$90,000	\$90,000
105-160-719284	Reservoir Improvements	\$ -	\$27,000	\$27,000
105-000-406000	Available Cash on Hand	\$1,587,032	\$413,754	\$2,000,786
STORM SEWER FUND				
115-170-719306	AIRPORT WAY STORM SEWER	\$ -	\$10,500	\$10,500
115-000-406000	AVAILABLE CASH ON HAND	\$345,690	\$10,500	\$356,190

EFFECTIVE DATE: Effective immediately upon passage.

PASSED AND ADOPTED by the City Council of the City of Ontario this 13th day of December 2022, by the following vote:

AYES:

NAYES:

ABSENT:

APPROVED by the Mayor this 13th day of December, 2022.

Riley J. Hill, Mayor

ATTEST:

Tori Barnett, MMC, City Recorder



**AGENDA REPORT
NEW BUSINESS**
December 13, 2022

To: Mayor and City Council

FROM: Andrew Maeda

THROUGH: Danny K. Cummings, City Manager

SUBJECT: **RESOLUTION #2022-150: SUPPORT OF LC-1465 (ONTARIO COMMUNITY RECREATION CENTER)**

DATE: December 7, 2022

PROPOSED MOTION:

I MOVE THE CITY COUNCIL TO APPROVE RESOLUTION #2022-150, A RESOLUTION IN SUPPORT OF LC-1465.

SUMMARY:

Support of LC1465 authorizes issuance of lottery bonds for the proposed Ontario Community Recreation Center.

BACKGROUND:

Andrew Maeda, Executive Director of Recreation, Ontario Recreation District, will present.

CURRENT SITUATION:

ANALYSIS:

- A. **STRATEGIC PLAN**
- B. **FINANCIAL**
- C. **TIMING**
- D. **POLICY/LEGAL**

ALTERNATIVES:

RECOMMENDATION:

None

ATTACHMENTS:

1. Reso #2022-150 In Support of LC-1465 (Aquatic Center)
2. LC1465_DRAFT_2023_Regular_Session (2) (1)



RESOLUTION #2022-150

A RESOLUTION IN SUPPORT OF LC-1465

- WHEREAS,** in November 2018, the voters of the Ontario School District 8C approved the formation of, and a tax base for, the Ontario Recreation District; and
- WHEREAS,** the Ontario Recreation District (“The District”) was created by voters and defined under ORS Chapter 266 – Parks and Recreation Districts through the Special Districts Association of Oregon; and
- WHEREAS,** the Ontario Aquatic Center (“Aquatic Center”) houses an indoor swimming pool, two large locker rooms, front desk area, office, and foyer with three restrooms which, because of a lack of funds, closed in 2013; and
- WHEREAS,** the City Council of the City of Ontario found that the Aquatic Center will no longer be needed for a public use by the city after June 30, 2019, and the district was ready, willing, and able to take over the responsibility for the operation and maintenance of the facilities after June 30, 2019; and
- WHEREAS,** the District finds it necessary to pursue the development of the Ontario Community Recreation Center (“OCRC”) for the purposes of improving access to physical activity, a safe community space, and direct and indirect social services that will enhance the economic viability of the region, create jobs and improve the quality of life for the community; and
- WHEREAS,** the District, in partnership with local state representatives, have submitted a concept for the 2023 legislative sessions (LC-1465), being necessary for the immediate preservation of the public peace, health, and safety, an emergency is declared to exist; and
- WHEREAS,** LC-1465 authorizes issuance of lottery bonds for distribution to the Ontario Recreation District to facilitate the construction and project management of the Ontario Community Recreation Center, effective July 1, 2023.

NOW THEREFORE, BE IT HEREBY RESOLVED by the Ontario City Council that the city implores Governor Tina Kotek and the Oregon State Legislature to authorize issuance of lottery bonds for the Ontario Community Recreation Center project by adopting LC-1465.

EFFECTIVE DATE: Effective immediately upon passage.

PASSED AND ADOPTED by the City Council of the City of Ontario this 13th day of December, 2022,
by the following vote:

AYES:

NAYES:

ABSENT:

APPROVED by the Mayor this 13th day of December, 2022.

Riley J. Hill, Mayor

ATTEST:

Tori Barnett, MMC, City Recorder

DRAFT

SUMMARY

Authorizes issuance of lottery bonds for Ontario Community Recreation Center.

Declares emergency, effective July 1, 2023.

A BILL FOR AN ACT

Relating to lottery bonds; and declaring an emergency.

Be It Enacted by the People of the State of Oregon:

SECTION 1. (1) For the biennium beginning July 1, 2023, at the request of the Oregon Department of Administrative Services, the State Treasurer is authorized to issue lottery bonds pursuant to ORS 286A.560 to 286A.585 in an amount that produces \$4.5 million in net proceeds for the purposes described in subsection (2) of this section, plus an additional amount estimated by the State Treasurer to be necessary to pay bond-related costs.

(2) Net proceeds of lottery bonds issued under this section must be transferred to the department for deposit in the ODAS Economic Development Distributions Fund established under ORS 461.553 for distribution to the Ontario Recreation District to facilitate the construction and project management of the Ontario Community Recreation Center.

(3) The Legislative Assembly finds that the use of lottery bond proceeds will create jobs, further economic development, finance public education or restore and protect parks, beaches, watersheds and native fish and wildlife, and is authorized based on the finding that

1 **improving access to physical activity, a safe community space and di-**
2 **rect and indirect social services will enhance the economic viability**
3 **of the region, create jobs and improve the quality of life for the com-**
4 **munity.**

5 **SECTION 2. This 2023 Act being necessary for the immediate pres-**
6 **ervation of the public peace, health and safety, an emergency is de-**
7 **clared to exist, and this 2023 Act takes effect July 1, 2023.**



**AGENDA REPORT
NEW BUSINESS**
December 13, 2022

To: Mayor and City Council

FROM: Dan Cummings, City Manager

THROUGH: Danny K. Cummings, City Manager

SUBJECT: **RESOLUTION #2022-151: AMEND RESOLUTION #2022-133 - TATER TOT TRAIL AD HOC COMMITTEE; ADD ALTERNATE POSITION**

DATE: December 9, 2022

PROPOSED MOTION:

I MOVE THE CITY COUNCIL TO ADOPT RESOLUTION #2022-151, A RESOLUTION AMENDING RESOLUTION 2022-133 ADDING AN ALTERNATE MEMBER POSITION TO THE TATER TOT AD HOC COMMITTEE.

SUMMARY:

The City Council created the Tater Tot Trail Ad Hoc Committee under Resolution #2022-133 establishing seven (7) voting members on the committee. In November of 2022, in selecting the seven members, there was an additional member that showed interest in the committee. The Council appointed the applicant as an alternate to serve as a voting member in place of any voting member absent from a committee meeting.

BACKGROUND:

Section XVI of the Council Rules and Procedures allows the Ontario City Council to create an ad hoc committee by resolution and the City of Ontario has deemed it beneficial to involve the community in planning the Tater Tots Trail. On August 9, 2022, under Resolution #2022-133, the Council established the Tater Tot Trail Ad Hoc Committee consisting of seven members. On November 8, 2022, the City Council appointed seven members to the committee, as well as an alternate member.

CURRENT SITUATION:

Resolution #2022-133 only established seven voting members and not an alternate position; therefore, an amendment is needed to establish the alternate position.

ANALYSIS:

- A. **STRATEGIC PLAN** The creation of this committee is in line with the desirability and lifestyle of the Council Strategic Plan.

- B. **FINANCIAL** There is no financial cost associated with this resolution amendment other than staff time.
- C. **TIMING** Timing is of the essence as the committee is meeting on December 14, 2022.
- D. **POLICY/LEGAL** As the governing body, the City Council must approve resolutions.

ALTERNATIVES:

None offered.

RECOMMENDATION:

Staff recommends the City Council adopt Resolution #2022-151.

ATTACHMENTS:

1. Reso #2022-151 Amend Reso #2022-133; Add Alternate Position to Committee



RESOLUTION #2022-151

A RESOLUTION TO AMENDING THE TATER TOTS TRAIL AD HOC COMMITTEE BY ADDING AN ALTERNATE POSITION

- WHEREAS,** Section XVI of the Council Rules and Procedures allows the Ontario City Council to create an ad hoc committee by resolution; and
- WHEREAS,** The City of Ontario has deemed it beneficial to involve the community in planning the Tater Tots Trail; and
- WHEREAS,** On August 9, 2022, the City Council, under Resolution #2022-133, established the Tater Tot Trail Ad Hoc Committee consisting of seven member; and
- WHEREAS,** On November 8, 2022, the City Council appointed seven members to the committee, as well as an alternate member; and
- WHEREAS,** Resolution #2022-133 only established seven voting members and not an alternate position; therefore, an amendment is needed to establish the alternat position.

NOW, THEREFORE BE IT RESOLVED, that the City Council amends the Tater Tots Trail Ad Hoc Committee Member Section of Resolution #2022-133 to read as follows:

THE COMMITTEE SHALL consist of seven members and an alternate member representative of diverse group interests within the City of Ontario that will contribute their knowledge and expertise, such as education professionals, health care professionals, recreation enthusiasts, environmentalists, etc. One City Council member shall serve as a voting member on the committee. The alternate member shall act as a voting member for any member not able to attend a meeting.

All other portions of Resolution #2022-133 to remain unchanged.

EFFECTIVE DATE: Immediately upon passage.

PASSED AND ADOPTED by the Ontario City Council this _____ day of _____, 2022.

AYES:

NAYS:

ABSENT:

APPROVED by the Mayor this _____ day of December 2022.

ATTEST:

Riley J. Hill, Mayor

Tori Barnett, MMC, City Recorder

**CITY OF ONTARIO
GENERAL FUND - DEPARTMENT REVENUE
FOR THE PERIOD ENDED
NOVEMBER 30, 2022**

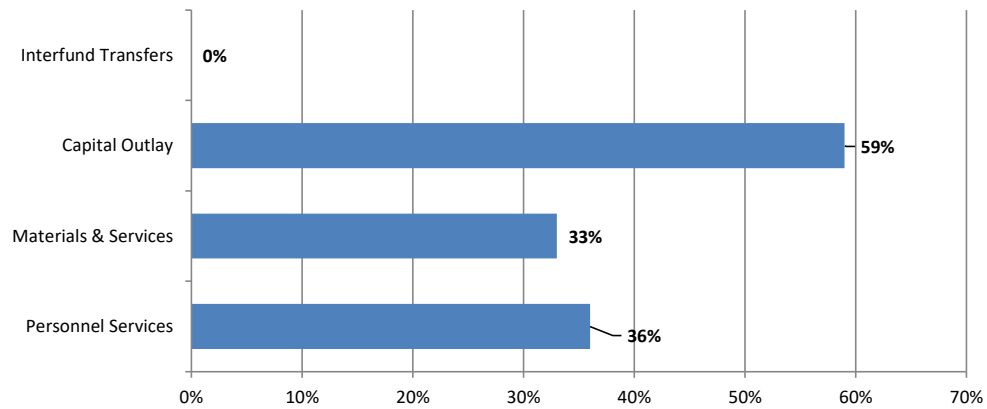
DEPARTMENT	BUDGET	ACTUAL	% REALIZED	COMMENTS
GENERAL FUND BEGINNING FUND BALANCE	3,247,069	3,860,050	118.9%	
Parks	2,000	510	25.5%	
Parks & Recreation	2,000	510	25.5%	
Fire	269,572	97,518	36.2%	
Code Enforcement	45,300	3,782	8.3%	
Police	199,850	41,359	20.7%	
Dispensary Business License	111,600	37,200	33.3%	
	-	-	#DIV/0!	
Public Safety Total	626,322	179,859	28.7%	
Interest	24,500	40,316	164.6%	
State Revenue Sharing	154,031	44,416	28.8%	
Administrative Services	497,148	207,145	41.7%	
Other General Revenues	8,485	27,216	320.8%	
Donations	-	-	#DIV/0!	
Property Taxes	4,242,967	3,614,268	85.2%	
Alcohol Bvg License & Fee	226,233	42,468	18.8%	
Cigarette tax	8,862	3,300	37.2%	
Marijuana tax	3,500,000	-	0.0%	
Franchise Fees	1,608,362	443,419	27.6%	
Cemetery	55,000	9,775	17.8%	
General Government Total	10,325,588	4,432,323	42.9%	
Planning & Zoning	4,000	1,710	42.8%	
Community development	4,000	1,710	42.8%	
GENERAL FUND REVENUE TOTALS	\$ 10,957,910	\$ 4,614,402	42.1%	
YTD CURRENT YEAR PROFIT(LOSS)	\$ 991,336			
YTD BUDGET BENCHMARK	41.7%  0.4%			

**CITY OF ONTARIO
GENERAL FUND - DEPARTMENT EXPENDITURES
FOR THE PERIOD ENDED
NOVEMBER 30, 2022**

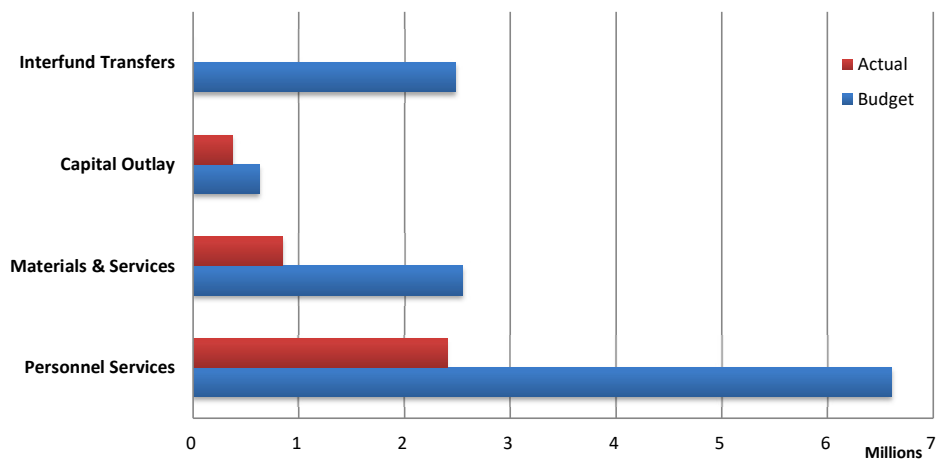
DEPARTMENT	BUDGET	ACTUAL	% EXPENDED	COMMENTS
Parks	422,549	158,142	37.4%	
Parks & Recreation	422,549	158,142	37.4%	
Fire	2,026,801	767,534	37.9%	
Code Enforcement	150,577	22,199	14.7%	
Police	4,626,420	1,674,054	36.2%	
Police reserves	3,275	-	0.0%	
Public Safety Total	6,807,073	2,463,788	36.2%	
Administration	532,881	185,440	34.8%	
City Council	34,461	7,448	21.6%	
Business Registration	1,100	13	1.2%	
Cemetery	224,078	91,281	40.7%	
Finance	259,476	18,823	7.3%	
Technology	214,940	78,607	36.6%	
General Government Total	1,266,936	381,613	30.1%	
Community development	214,474	43,042	20.1%	
Community Development	214,474	43,042	20.1%	
Administrative Overhead	573,580	540,481	94.2%	carryover resolution
Non-Departmental Contributions	531,000	36,000	6.8%	
Other Total	1,104,580	576,481	52.2%	
Operating Transfers Out	2,449,528	-	0.0%	
GENERAL FUND TOTALS	\$ 12,265,140	\$ 3,623,066	29.5%	
YTD BUDGET BENCHMARK			41.7%	12.1%

**CITY OF ONTARIO
GENERAL FUND - DEPARTMENT EXPENDITURES
FOR THE PERIOD ENDED
NOVEMBER 30, 2022**

% Expended by Category



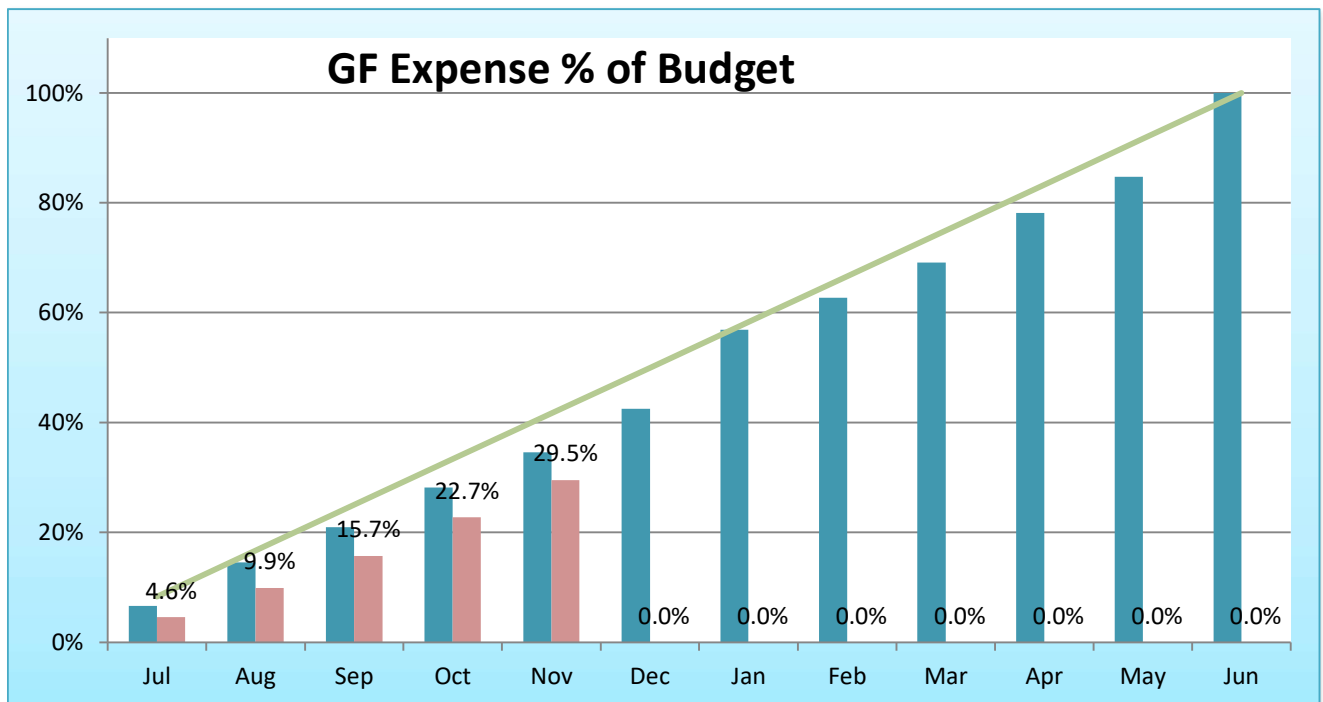
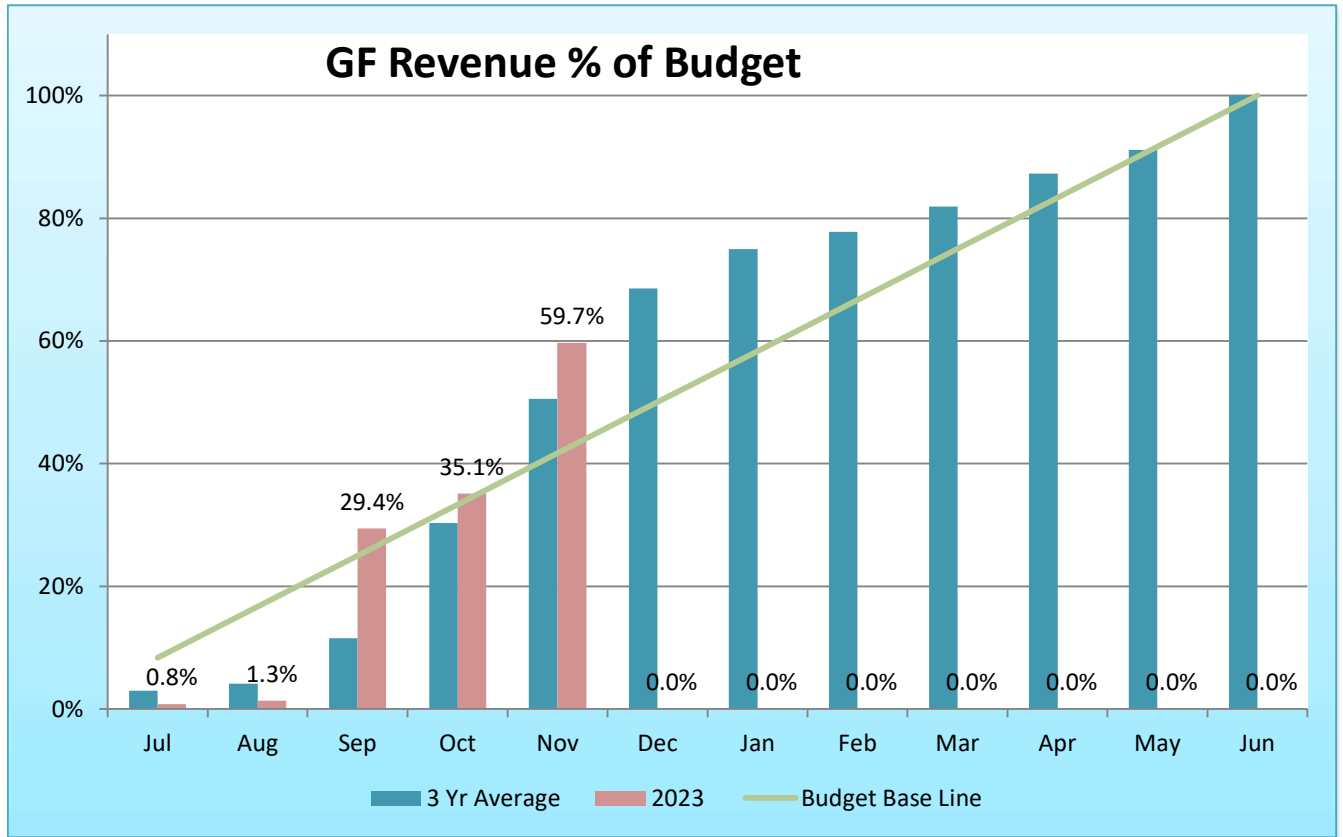
Budget to Actual by Category



**CITY OF ONTARIO
GENERAL FUND - LEGAL SERVICES
AS OF NOVEMBER 30, 2022**

LEGAL EXPENSES	
JULY	\$ 3,021
AUGUST	17,768
SEPTEMBER	26,599
OCTOBER	20,800
NOVEMBER	
DECEMBER	
JANUARY	
FEBRUARY	
MARCH	
APRIL	
MAY	
JUNE	
TOTAL	\$ 68,187
BUDGETED AMOUNT	\$ 80,000
(OVER) UNDER BUDGET AMOUNT	\$ 11,813

**CITY OF ONTARIO
GENERAL FUND
FOR THE PERIOD ENDED
NOVEMBER 30, 2022**



**CITY OF ONTARIO
OTHER FUNDS - EXPENDITURES
FOR THE PERIOD ENDED
NOVEMBER 30, 2022**

DEPARTMENT/FUND	REVENUES				EXPENDITURES		
	BUDGET	ACTUAL	% REALIZED		BUDGET	ACTUAL	% EXPENDED
002 Marijuana Enforcement Fund	25,600	13,472	52.6%		25,600	13,472	52.6%
010 Grant Fund	2,744,741	2,453,071	89.4%		2,744,741	210,079	7.7%
027 Building Fund	688,073	712,646	103.6%		229,947	85,883	37.3%
030 Capital Projects Fund	4,603,050	5,391,557	117.1%		2,810,214	797,980	28.4%
031 SDC Fund	794,798	840,033	105.7%		794,798	-	0.0%
045 Street Fund	5,676,164	2,244,058	39.5%		5,676,164	926,666	16.3%
050 Trust Funds	845,542	647,695	76.6%		845,542	229,507	27.1%
055 Reserve Funds	5,210,470	4,249,692	81.6%		4,101,462	86,797	2.1%
060 Revolving Loan Fund	449,164	1,221	0.3%		449,164	70,000	15.6%
105 Water Fund	4,955,225	4,233,842	85.4%		4,212,704	1,455,762	34.6%
110 Sewer Fund	5,561,514	4,933,767	88.7%		4,546,046	1,960,602	43.1%
115 Storm Sewer Fund	453,340	437,318	96.5%		159,725	50,515	31.6%
120 Airport Fund	958,329	221,967	23.2%		958,329	112,562	11.7%
125 Aquatic Fund	-	-	#DIV/0!		-	-	#DIV/0!

Comments:

YTD BUDGET BENCHMARK

41.7%

**CITY OF ONTARIO
BUDGET RESOLUTIONS
FOR THE PERIOD ENDED
NOVEMBER 30, 2022**

RESOLUTION #	FUND	DEPARTMENT	ACCOUNT	BUDGET CHANGE	NET CHANGE
2022-126	GENERAL FUND	TRANSFERS	TRANSFER TO AIRPORT FUND	\$ 33,390	\$ 33,390.00
2022-126	GENERAL FUND	CONTINGENCY	CONTINGENCY	\$ (33,390)	
2022-126	AIRPORT FUND	AIRPORT	TRANSFERS IN	\$ 33,390	\$ 33,390.00
2022-126	AIRPORT FUND	AIRPORT	CONTRACT SERVICES	\$ 33,390	
2022-129	RESERVE FUND	PUBLIC SAFETY	POLICE EQUIPMENT	\$ 26,322	\$ 26,322.00
2022-129	RESERVE FUND	PUBLIC SAFETY	CONTINGENCY	\$ (26,322)	
2022-130	GENERAL FUND	NON DEPARTMENTAL APPROPRIATIONS	ONTARIO BOXING CLUB DONATION	\$ 6,000	\$ 6,000.00
2022-130	GENERAL FUND	CONTINGENCY	CONTINGENCY	\$ (6,000)	
2022-132	GENERAL FUND	TRANSFERS	TRANSFER TO AIRPORT FUND	\$ 2,810	\$ 2,810.00
2022-132	GENERAL FUND	CONTINGENCY	CONTINGENCY	\$ (2,810)	
2022-132	GRANT FUND	GRANT FUND	TRANSFERS IN	\$ 2,810	\$ 2,810.00
2022-132	GRANT FUND	GRANT FUND	FAA AIRPORT GRANT	\$ 2,810	
2022-132	AIRPORT FUND	AIRPORT	TRANSFERS IN	\$ 2,810	\$ 2,810.00
2022-132	AIRPORT FUND	AIRPORT	TRANSFERS OUT	\$ 2,810	
2022-135	GENERAL FUND	TRANSFERS	TRANSFER TO STREET FUND	\$ (147,000)	\$ (122,000.00)
2022-135	GENERAL FUND	CONTINGENCY	CONTINGENCY	\$ 122,000	
2022-135	GENERAL FUND	NON DEPARTMENTAL APPROPRIATIONS	SOFTBALL BACKSTOPS	\$ 25,000	
2022-135	STREET FUND	STREET	TRANSFER FROM GENERAL FUND	\$ (147,000)	\$ (147,000.00)
2022-135	STREET FUND	STREET	10 YD DUMP TRUCK	\$ (147,000)	
2022-137	RESERVE FUND	PUBLIC SAFETY	AVAILABLE CASH - PUBLIC SAFETY	\$ 109,002	\$ 109,002.00
2022-137	RESERVE FUND	PUBLIC SAFETY	RADIO EQUIPMENT	\$ 109,002	
2022-139	RESERVE FUND	PUBLIC SAFETY	AVAILABLE CASH - PUBLIC SAFETY	\$ 30,500	\$ 30,500.00
2022-139	RESERVE FUND	PUBLIC SAFETY	ATF EXPENDITURES	\$ 30,500	
2022-140	GENERAL FUND	CONTINGENCY	CONTINGENCY	\$ (92,600)	\$ 92,600.00
2022-140	GENERAL FUND	POLICE	WAGES	\$ 68,000	
2022-140	GENERAL FUND	POLICE	UNIFORMS	\$ 8,000	
2022-140	GENERAL FUND	POLICE	CELL PHONE	\$ 1,600	
2022-140	GENERAL FUND	POLICE	HUMANITARIAN FUNDS	\$ 15,000	
2022-141	CAPITAL PROJECTS	UCF	CONTINGENCY	\$ (19,520)	\$ 19,520.00
2022-141	CAPITAL PROJECTS	UCF	WATER/SEWER LINE REPLACEMENT	\$ 19,520	
2022-144	GENERAL FUND	FIRE	GRANTS	\$ 35,000	\$ 35,000.00
2022-144	GENERAL FUND	FIRE	PART TIME EMPLOYEES	\$ 35,000	
2022-144	RESERVE FUND	PUBLIC SAFETY	GRANTS/CONTRIBUTIONS	\$ 364,500	\$ 368,556.00
2022-144	RESERVE FUND	PUBLIC SAFETY	FIRE EQUIPMENT	\$ 40,556	
2022-144	RESERVE FUND	PUBLIC SAFETY	PUBLIC SAFETY TRAINING FACILITY	\$ 328,000	
2022-144	RESERVE FUND	PUBLIC SAFETY	CONTINGENCY	\$ (4,056)	



FOURTH QUARTER REPORT

September – November 2022



WORKFORCE

- Current workforce consists of 8 career firefighter/EMTs; 1 full-time administrative assistant; 23 paid on-call firefighters, 5 paid on-call firefighters are qualified to work relief shiftwork; 1 full-time fire chief.
- Currently in the process of hiring a career firefighter/EMT to fill my vacant position. Written and physical testing were conducted on December 8th; Interview panel is scheduled for December 21st.
- Recently hired 4 new paid on-call firefighters. In-house firefighter training academy will start in January.



MEDICAL & FIRE CALL STATS



Medical Responses

- City medical responses = 512
- Rural medical responses = 49
- Total medical responses = 561

Quarterly Overdose Calls = 26

Total Emergency Responses = **664**

Fire Responses

- City fire responses = 71
- Rural fire responses = 32
- Total fire responses = 103
- Total mutual aid fires = 10
- In-district structure fires = 4



Comparison between 2017/2022 Calls (4th Quarter)

	2017	2022	Difference
Medical Responses	479	561	+82 (17% increase)
Fire Responses	98	103	+5 (5% increase)
Total Emergency Responses	577	664	+87 (15% increase)

FLEET



Ladder Truck 109 (1987 Seagrave)

- \$4,097.20, new tires
- \$10,126.93 Repair of ladder seals, cylinder boxes, and rear outrigger.
- Scheduling a non-destructive ladder test to be completed prior to manning the ladder. Ladder will only be used in immediate rescue situations and to flow water from above.



Engine 101 (1996 Pierce)

- Corroded manual override linkage. Crews were advised to lubricate the linkage.

Command 105 (2003 Ford Explorer)

- \$169.95, new battery
- Electronic equipment overloads battery and alternator. Must keep the radios and chargers off-line to preserve power.
- In the process of purchasing a new command vehicle budgeted for in 2022-2023 budget. THANK YOU!



Rescue 1

- New Rescue 1 is currently being built. THANK YOU!

FIRE PREVENTION



- October was fire safety month nation-wide
- Crews visited five schools and presented fire prevention presentations to more than 200 first graders.
- Crews tested and installed smoke detectors throughout Ontario. We partnered with the Red Cross on this project again this year. 65 new smoke alarms were installed.
- Ontario Fire continues to assist the Building Department in fire alarm and fire sprinkler system plan reviews and inspections.
- Chief Leighton and Chief Benson assisted the Oregon State Fire Marshall with inspections at SRCI.
- Crews attended several trunk or treats and handed out candy, as well as fire prevention material. Sparky the Fire Dog (Trevor Gammage) was a huge hit!





ONTARIO
OREGON



COMMUNITY INVOLVEMENT

- Chamber of Commerce
- Coffee with the Veterans
- National Night Out Committee
- Patriots' day
- Halloween festivities
- Frosty Fest
- Winter Wonderland Parade



TRAINING

- Cold weather emergencies
- Fire incidents after-action reviews
- Fire attack
- Airway management
- Search and rescue
- Pre-fire planning
- Mayday class taught by DPSST
- Chief Benson is scheduled to attend a class in Colorado in February to obtain the Fire Plans Examiner certification.



STRATEGIC PLANNING



- Ontario Fire and Rescue is in the beginning stages of a strategic planning process.
- We have been reviewing other fire department's strategic plans.
- Our plan is to involve community members in our planning process.





THANK YOU!

Ontario Fire and Rescue is grateful for the support of the community,
City staff, the Mayor and City Council.

Jacobs Public Works Department Monthly Report November 2022



November 2022 Prepared by Jacobs for: CITY OF ONTARIO/PUBLIC WORKS DEPARTMENT

Monthly Business Review

Public Works Department

Contents:

- ENGINEERING DEVELOPMENT REVIEW SUMMARY
- WATER TREATMENT PLANT AND DISTRIBUTION SYSTEM SUMMARY
- WASTEWATER TREATMENT PLANT AND COLLECTION SYSTEM SUMMARY
- OPERATIONS MAINTENANCE SUMMARY
- FACILITIES, CEMETERIES & PARKS
- APPENDIX

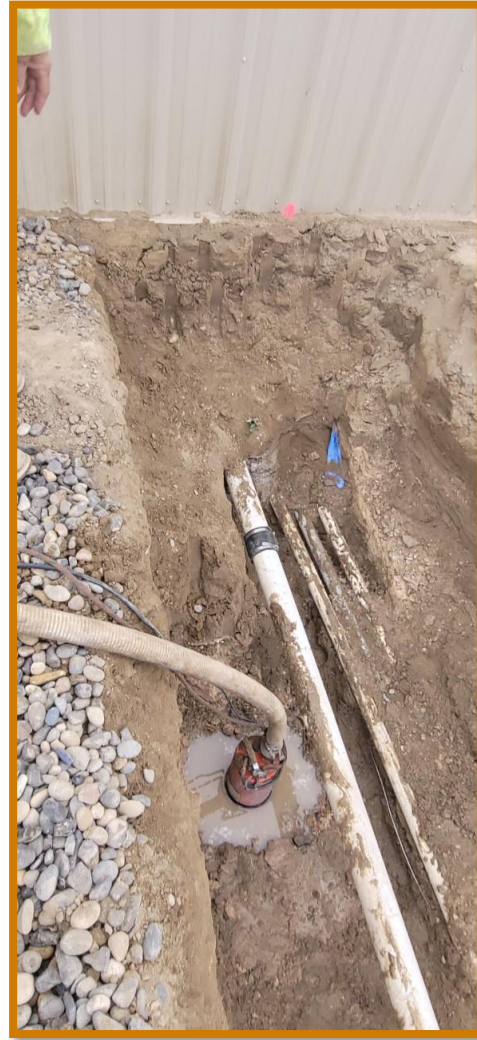


November Business Review

DEVELOPMENT REVIEW

ACTIVITIES NOVEMBER 2022

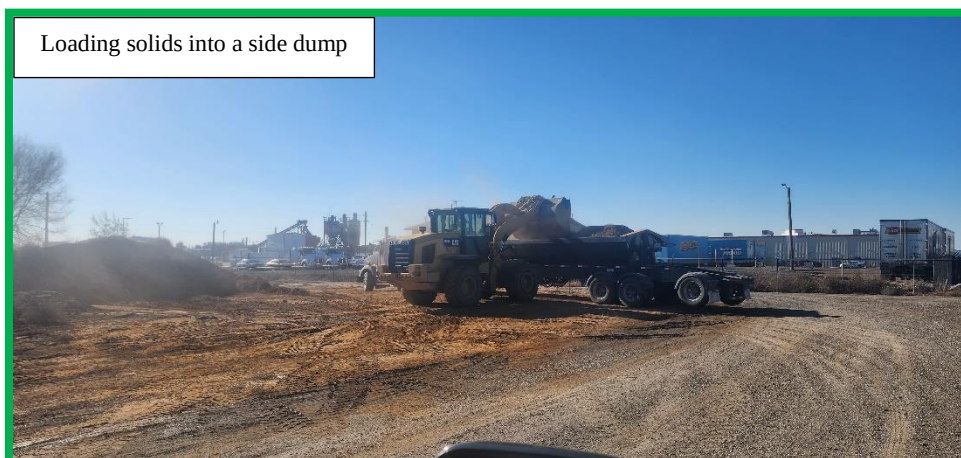
- Issued 4 ROW Permits
- Issued 1 New Address to new residences.
- Issued 5 New Addresses to Commercial lot.
- Attended the Jacobs monthly safety meeting.
- The SRCI sewer line upgrade project is nearly finished and waiting on the pressure transmitter to be delivered and installed.
- Multiple plan reviews for new construction
- Multiple construction inspections of water, sewer, sidewalks, and street sections.
- Updating utility mapping with new water and sewer lines due to new construction.



WATER: TREATMENT PLANT AND DISTRIBUTION SUMMARY**ACTIVITIES NOVEMBER 2022**

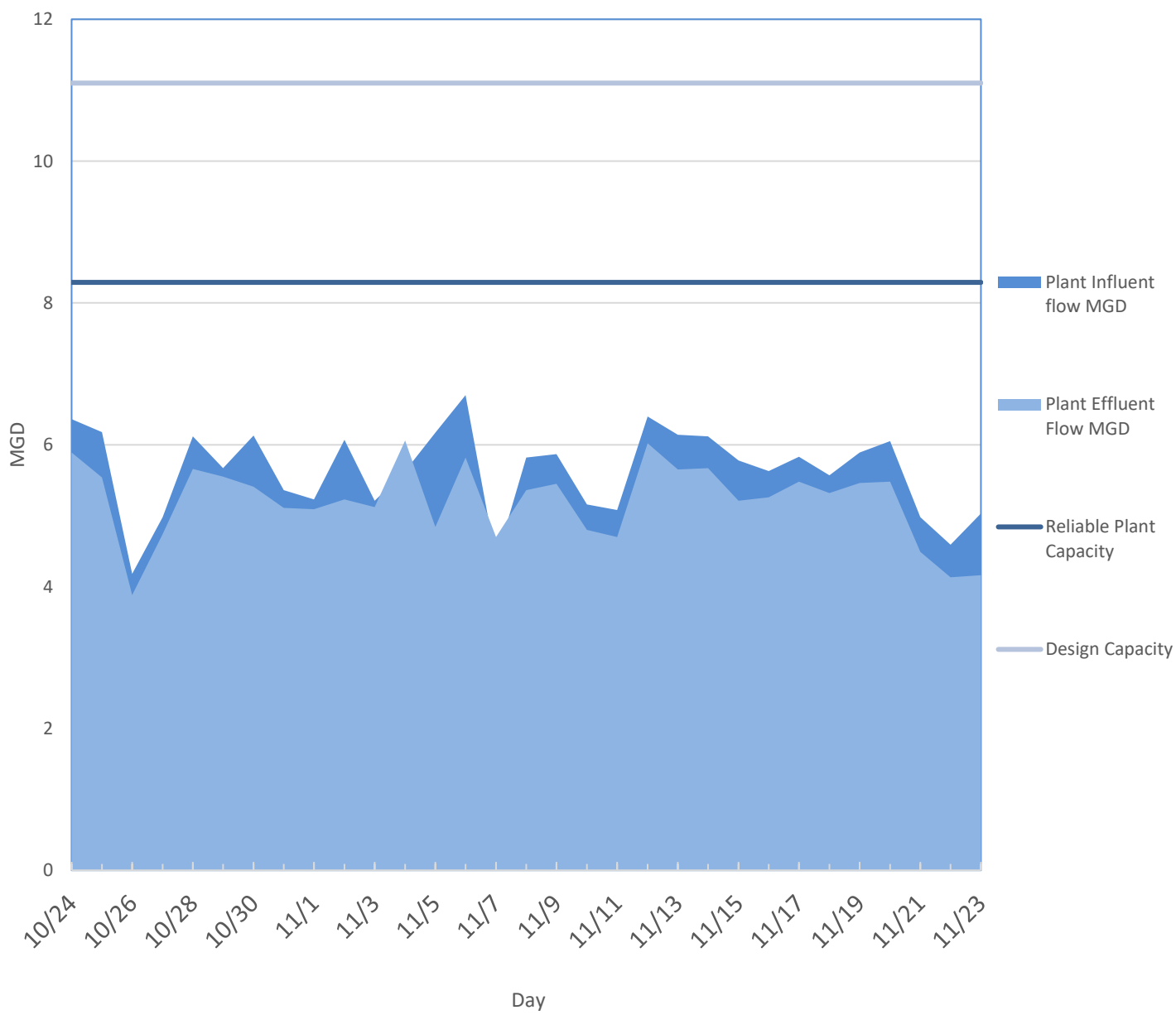
- Water treatment staff conducted diagnostic checks (jar testing) to ensure that the chemical dosing is correct for the river water quality
- Crews lowered the chemicals delivered to the treatment system based on the outcome of the jar test
- Monthly bacterial (BAC-Ts) samples completed
- Received ferric chloride
- Started the process of installing the media WesTech filter train 1
- Replaced lights in the old filter gallery
- Completed work orders
- Started the removal of the solids
- 10 water services turned on customer request
- 8 water services shut off customer request
- 19 water services turned on/off read only customer request
- 48 water services shut off for non-payment
- 38 water services turned on for payment received
- 107 water meters changed out for non-functioning
- 3 water services checked to verify still off from the non-payment list
- 19 water services checked for 0 consumption
- 4 water services checked for high consumption
- 14 water services checked for leaks customer request
- 8 water services shut off for leaks customer request
- 7 water services turned on and verified leak repaired by customer

November Business Review

WATER: TREATMENT PLANT AND DISTRIBUTION SUMMARY**ACTIVITIES NOVEMBER 2022**

WATER TREATMENT PLANT PRODUCTION VS. CAPACITY

Demand VS Availability



November Business Review

WASTEWATER TREATMENT PLANT AND COLLECTION SYSTEM SUMMARY

ACTIVITIES NOVEMBER 2022

- All sampling per the 2019 NPDES permit have been taken.
- All OSU and ASU covid 19 samples sent to lab
- Completed facility & Skyline winterization
- Influent Prison Sampler repair and rollers replace on working ISCO heads
- Continued training of Adam Blancher, our new operator
- Converted back to normal work hours as of November 1, 2022, 8:00 am – 4:30 pm
- Completed installation of pH probe. Both working properly
- Assisted in WesTech Media installation
- Started seasonal flow to the river November 14, 2022, 10:30 am
- Replaced heat tape for winterizing Influent Auger.
- Staff confined space training.

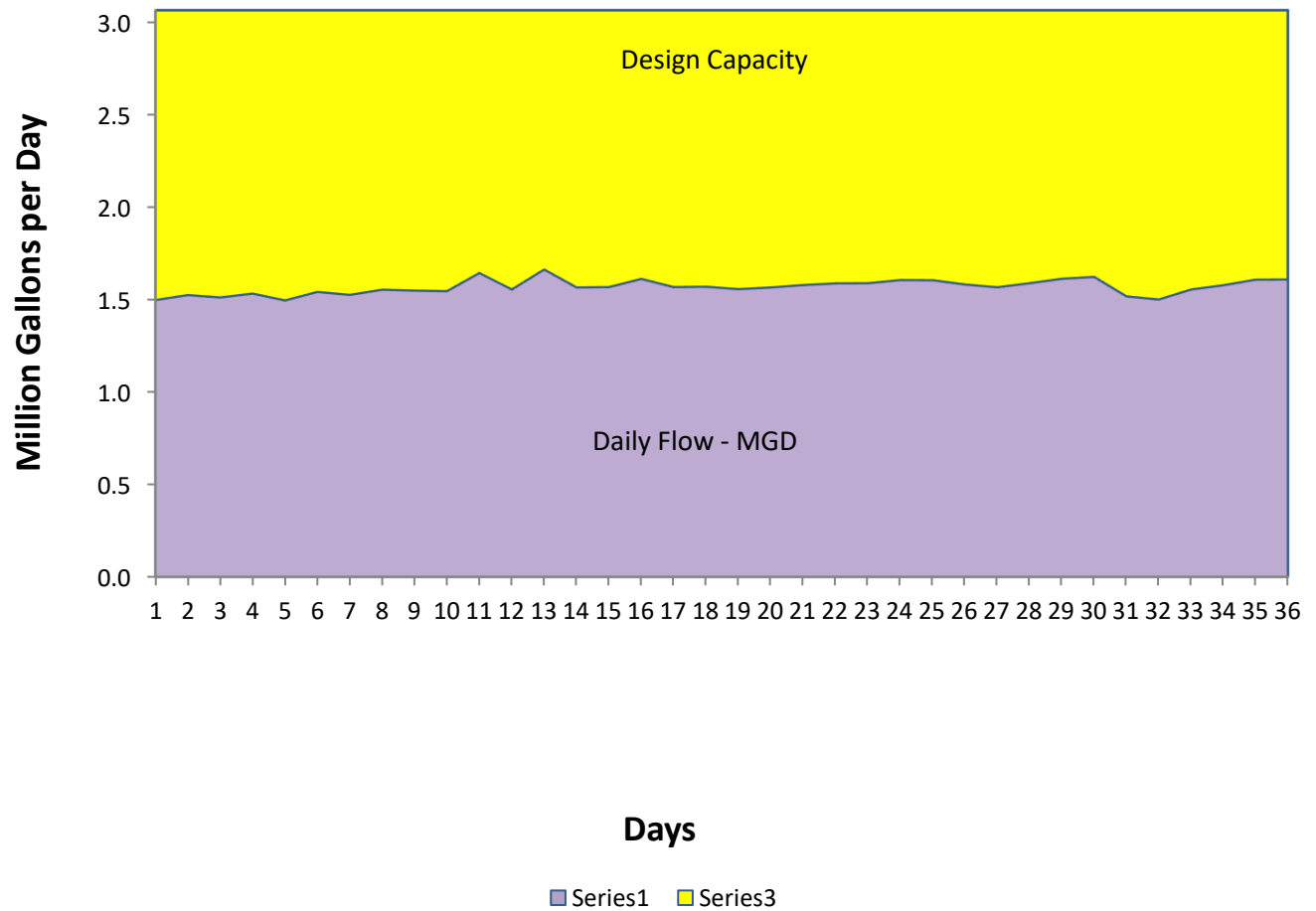
November Business Review

WASTEWATER: TREATMENT PLANT AND COLLECTION SYSTEM SUMMARY



WASTEWATER TREATMENT PLANT

ACTIVITIES NOVEMBER 2022

**Wastewater Treatment Flows
Oct 25 - Nov 29 , 2022**

OPERATIONS MAINTENANCE: BUILDINGS, PARKS, CEMETERIES AND STREETS SUMMARY

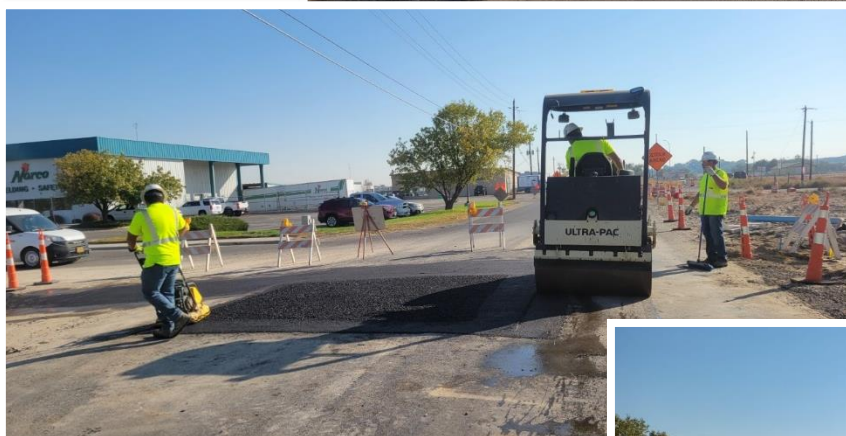
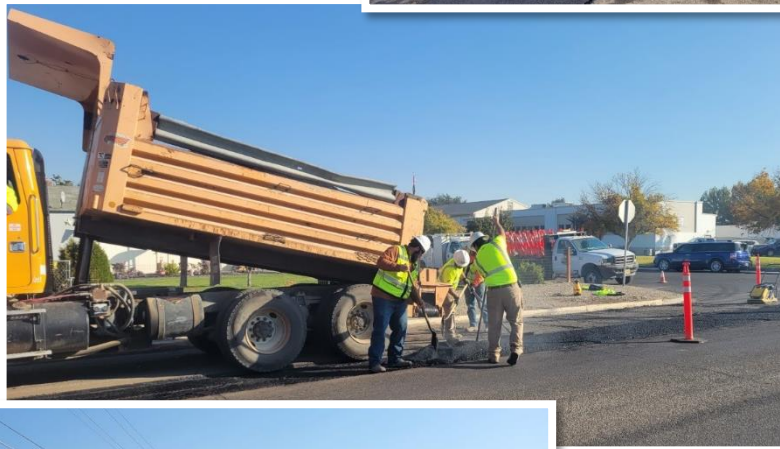
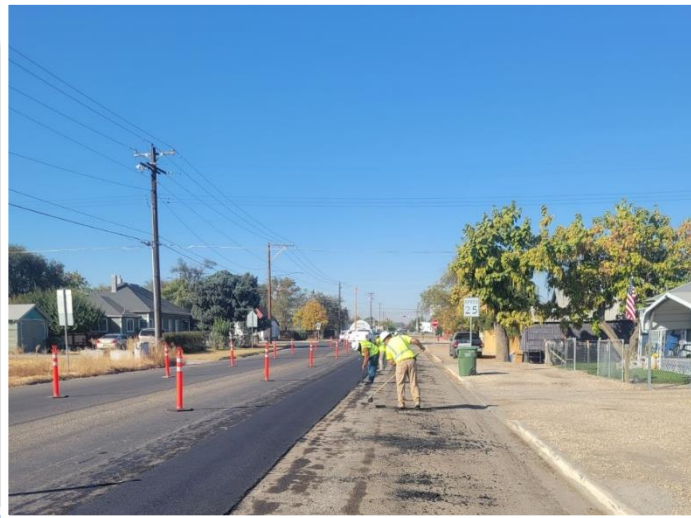
ACTIVITIES NOVEMBER 2022

- Continued a full town sweeping
- Set up traffic control for the Veteran's Day Parade
- Set up traffic control for the Frosty Festival
- Fall leaf pick up Nov. 14 -23
- Swept the downtown and underpass 4 additional times due to leaves and trash for the special events
- Cleaned sanitary sewer lines ahead of the CCTV inspection crew
- Repaired a water main break on SE 5th Ave that was hit by a contractor
- Paved back a section on SE 5th Ave that was ground out due to an overlay failing
- Paved back all open utility trenches prior to the asphalt plants shutting down for the winter
- Winterized all outside equipment in preparation of cold weather
- Received roughly 200 ton of de-icing salt for the winter snow and ice control
- Serviced the dump truck and installed a sander and the liquid de-icing tank for the winter snow and ice control
- Water system maintenance, replaced a broken angle stop, broken meter box lid and replaced a service line that blew out
- Planted the area where the Skyline 12" effluent line was repaired as required by Oregon Department of Lands
- Completed the dead-end line fire hydrant flushing for the fall
- Multiple hot taps for developments
- 15 irrigation services shut off and winterized
- Installed 1 new water service
- 75 utility locates completed

November Business Review

**OPERATIONS MAINTENANCE: BUILDINGS, PARKS, CEMETERIES AND
STREETS SUMMARY**

ACTIVITIES NOVEMBER 2022

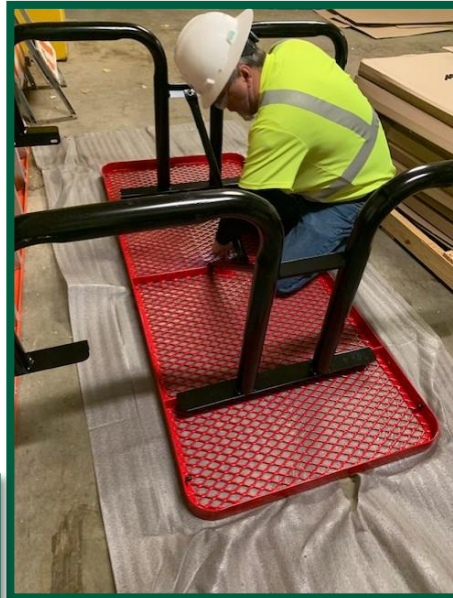


November Business Review

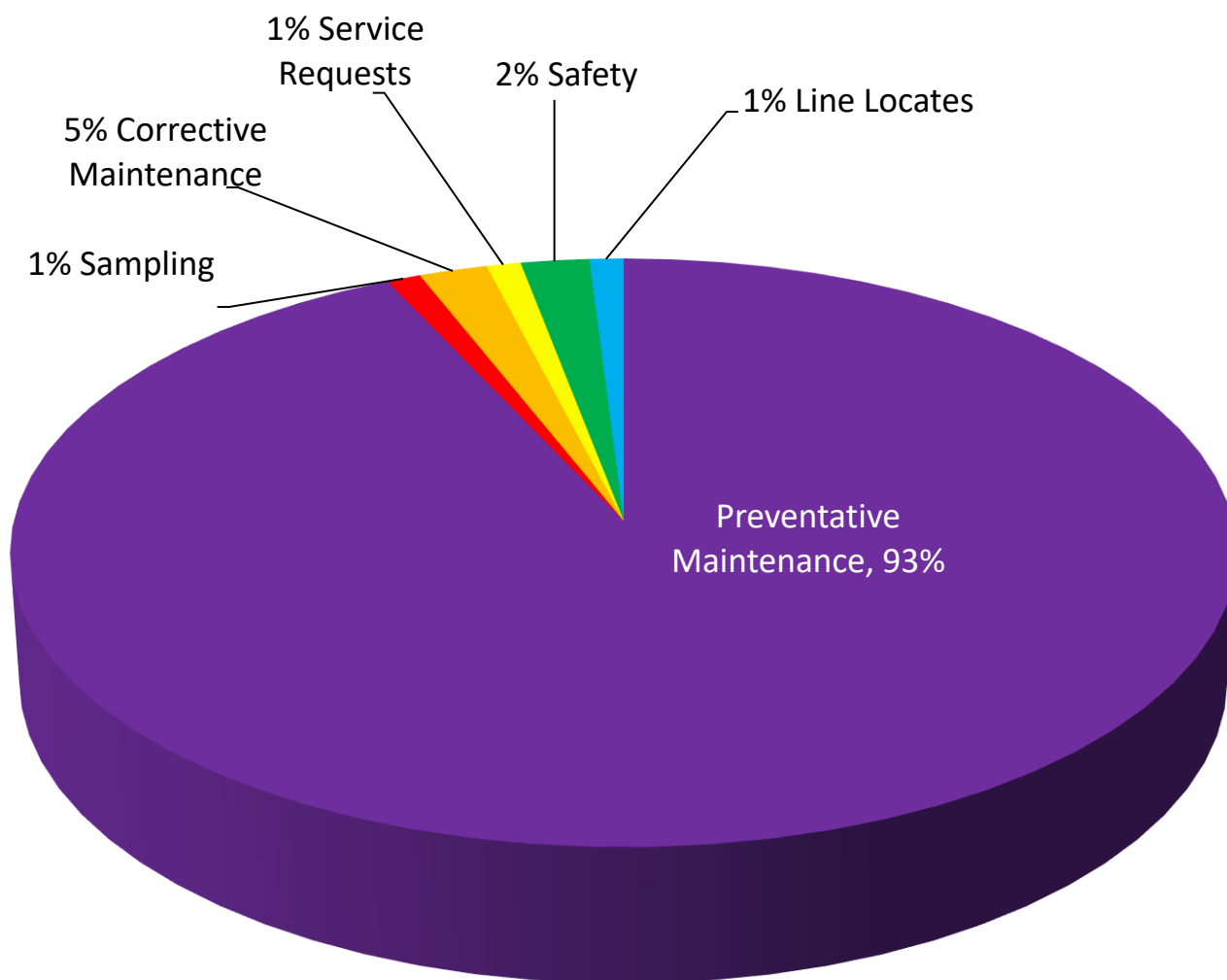
FACILITIES, CEMETERIES, AND PARKS SUMMARY

ACTIVITIES NOVEMBER 2022

- Blew out all sprinkler systems
- Mowed, trimmed, and dumped trash cans in the Parks and Cemeteries
- Remove the flowers from downtown
- 4 burials at Evergreen Cemetery, and 0 at Sunset Cemetery
- Mulching leaves in each park and Cemetery
- Assembling new picnic tables



OPERATIONS MAINTENANCE: BUILDINGS, PARKS, CEMETERIES AND STREETS SUMMARY



APPENDIX

PUBLIC WORKS DEPARTMENT

The City of Ontario Public Works Department consists of five Divisions that include Administration, Engineering, Water Treatment and Distribution, Wastewater Treatment and Operations (Streets, Stormwater, Buildings, Parks and Cemeteries). The Department has 30 FTEs (full-time equivalent) employees. This service is provided via a Public-Private Partnership with Jacobs Engineering Group, INC.

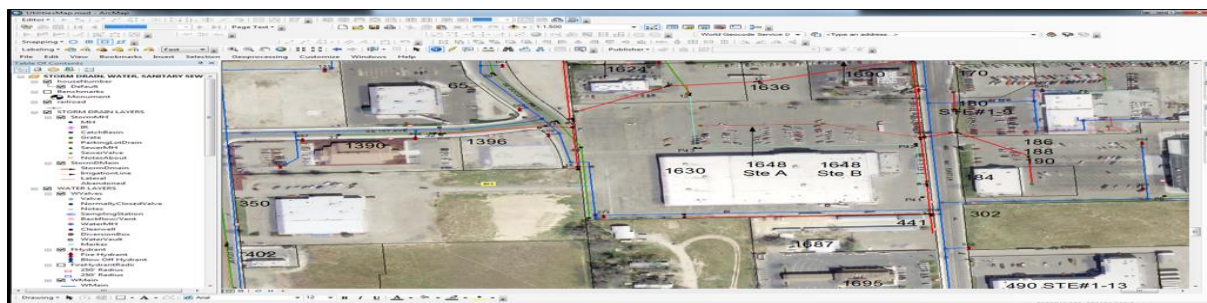
Public Works maintains a water system that complies with the EPA and Division of Health requirements. Staff also maintains the Wastewater Collection system and Wastewater Treatment facilities to meet DEQ standards. These same employees provide sewer and water line construction and maintenance to the City's transportation system (i.e.: streets, sidewalks, bicycle paths, storm-sewer systems, and other infrastructure within the city).

ADMINISTRATION

The Administration Division is responsible for the delivery of all of the contractual obligations and oversees the financial, human resource and all resource management processes. The Administrative Staff evaluate the needs for contracted services, implementing necessary service agreements, developing energy management strategies, and formulating short- and long-term programs and plans in conjunction with City Administration (City Management and City Council).

ENGINEERING

The Engineering Division Department works with other utilities, developers, and property owners in addressing utility issues, public improvements, subdivision development, local improvement districts and other municipal projects. The Department also maintains a set of Standard Specifications for providing uniform procedures for the installation. The staff reviews and approves construction plans for subdivisions, partitions, streets, sanitary sewer, water lines, and storm drainage construction projects. They also design projects, prepare bid documents, and provide project management for Public Works Capital Improvement Program (CIP) project improvements.



The Geographic Information System (GIS) database is maintained by Engineering Department staff. The department also provides support to the city by creating, analyzing, and maintaining the city's geographical digital data. They provide updates to the record maps for all city utilities, right-of-way, easements, land division plots, and city base maps.

OPERATIONS MAINTENANCE

Public Works maintains more than 122 lane miles of improved streets and more than 9 miles of alleys and is responsible for resurfacing, repairing, and maintaining the streets, installing, and maintaining street signs and markings, tree trimming, and repairing all established pavement markings. This Division also completes excavation and repair of deteriorating streets, gravel road grading, street sweeping, crack sealing, chip sealing, snow removal and sanding during the winter months, and weed control along the alleys. Public Works assist Ontario Chamber of Commerce by placing Holiday decorations on streetlights during the season.

ONTARIO PUBLIC WORKS MAINTAINS MORE THAN
122 LANE MILES OF IMPROVED STREETS 9 MILES OF
ALLEYS CHIP SEALS LAST A MINIMUM OF 8 YEARS, AND
PUBLIC WORKS CHIP SEALS 7 MILES PER YEAR 56 MILES
OF STORM DRAIN COLLECTION LINES, AND 1,450 CATCH
BASINS

As part of the annual Street Maintenance Program, crews chip seal street surfaces in the summer months to protect them from water and weather damage and to keep them in good condition. Chip seal roadway treatments help to maintain the existing pavement, delaying further aging resulting from water and sun,

and provides a moisture barrier to existing pavements by sealing surficial cracks. A chip seal application provides substantial savings to taxpayers and can last 8 to 10 years with just minimal roadway maintenance required. The city chip seals approximately 10 miles of streets per year.

The Ontario Park system consists of both active and passive recreational areas. There are four neighborhood parks, one community park, one large urban park, and numerous special use sites in the park system. In total, the City owns 13 park and recreational areas representing more than 1,012 acres of land. The city also owns the Wayne King Skateboard Park. There are two municipally owned and operated Cemeteries – Evergreen and Sunset Cemeteries. The Operations Division is responsible for the operation and maintenance of those areas. Included in their responsibilities are all municipal buildings. This includes general maintenance and repair work, the implementation of preventative maintenance programs, and the administering of service contracts (janitorial, HVAC, electrical, elevator, etc.). This division is also charged with the oversight of facility-related projects, including remodels and systems upgrades.

WATER TREATMENT PLANT

Water treatment plant staff is responsible for treatment of the city's drinking water supply. They must reliably produce high-quality water in adequate volume to meet city needs. Besides the daily laboratory checks, there are monthly, quarterly, and yearly reports.

There are two sources of water for Ontario's estimated 11,090 residents: 80 percent comes from the Snake River and 20 percent comes from wells. Two plants treat the City's water. One is a conventional filtration plant and the other is an up-flow clarifier. The steps for treatment are flocculation, sedimentation, filtration, and disinfection, which meet the compliance of the Oregon Health Authority (OHA).

The Oregon Health Authority requires an operator be on duty 365 days a year. Ontario customers account for 3,845 water services, not including Snake River Correctional Institute (SRCI).

THE WATER TREATMENT PLANT HAS A RELIABLE CAPACITY OF 8.3 MGD AND A MAXIMUM CAPACITY OF 11 MGD.

APPROXIMATELY 80 PERCENT OF WATER COMES FROM THE SNAKE RIVER, THE OTHER 20 PERCENT FROM WELLS.

MAINTAINS 80 MILES OF WATER MAINS.

The Water Treatment Plant has a reliable capacity (capacity with the largest pump out of service) of 8.3 Million Gallons Per Day (MGD) and a maximum capacity of 11 MGD. The water treatment plant average production is 6 MGD and the City's largest industrial user, Heinz Frozen Foods, uses an average of 2.2 MGD of that water.

The City retains surface and groundwater rights permits for a combined total of 38.23 cubic feet per second (cfs), 24.71 MGD for municipal use. One hundred percent (100%) of the City's potable water is treated and disinfected at the water treatment plant. The plant has an original 8-MGD design capacity based on the optimum filter loading rates. The City expanded its treatment capacity in 2006, through the addition of two adsorption clarification and filtration tanks.

Water Distribution System include maintenance and repair of approximately 97 miles of water lines and 3,625 services that include service installations, mainline installation, meter reading, maintenance of more than 600 fire hydrants, and valve exercising of more than 1,700 water valves.

WASTEWATER TREATMENT PLANT

The wastewater treatment plant collects wastewater from the entire city and SRCI. The prison accounts for approximately 16 percent of the flow to the plant.

Wastewater treatment plant operators use a conventional treatment system of aerated lagoons and secondary chlorination treatment. Effluent from the treatment process is used to irrigate forage crops during the growing season. Nine lift stations transport sanitary sewer waste to the Wastewater Treatment Plant. Wastewater is screened and the flow measured at the headworks. Five cells (lagoons) with 25 mechanical aerators assist with biological treatment. Onsite generation of chlorine is used for disinfection.

*PUBLIC WORKS MAINTAINS 78 MILES OF SANITARY
SEWER LINES THROUGHOUT CITY LIMITS*

Average discharge volume is approximately 1.5 MGD. Winter discharge is to the Snake River from November through March. Summer discharge is land applied to approximately 353 acres of cropland at the Skyline Farm. Sewer collection duties include maintenance and repair of approximately 78 miles of sanitary sewer lines within the city. Responsibilities include constructing new pipelines, cleaning all gravity sanitary sewer lines, repairing or replacing sanitary sewer lines as needed, providing line locations for all water and sewer lines, and maintaining eight lift stations plus a bar screen and one lift station from SRCI. The city has approximately 56 miles of storm drain collection lines and 1,450 catch basins throughout city limits. Duties include storm drain maintenance and repair, cleaning of approximately 11 miles of storm drain lines, and cleaning the catch basins.



Police Stat Report

NOVEMBER 2022

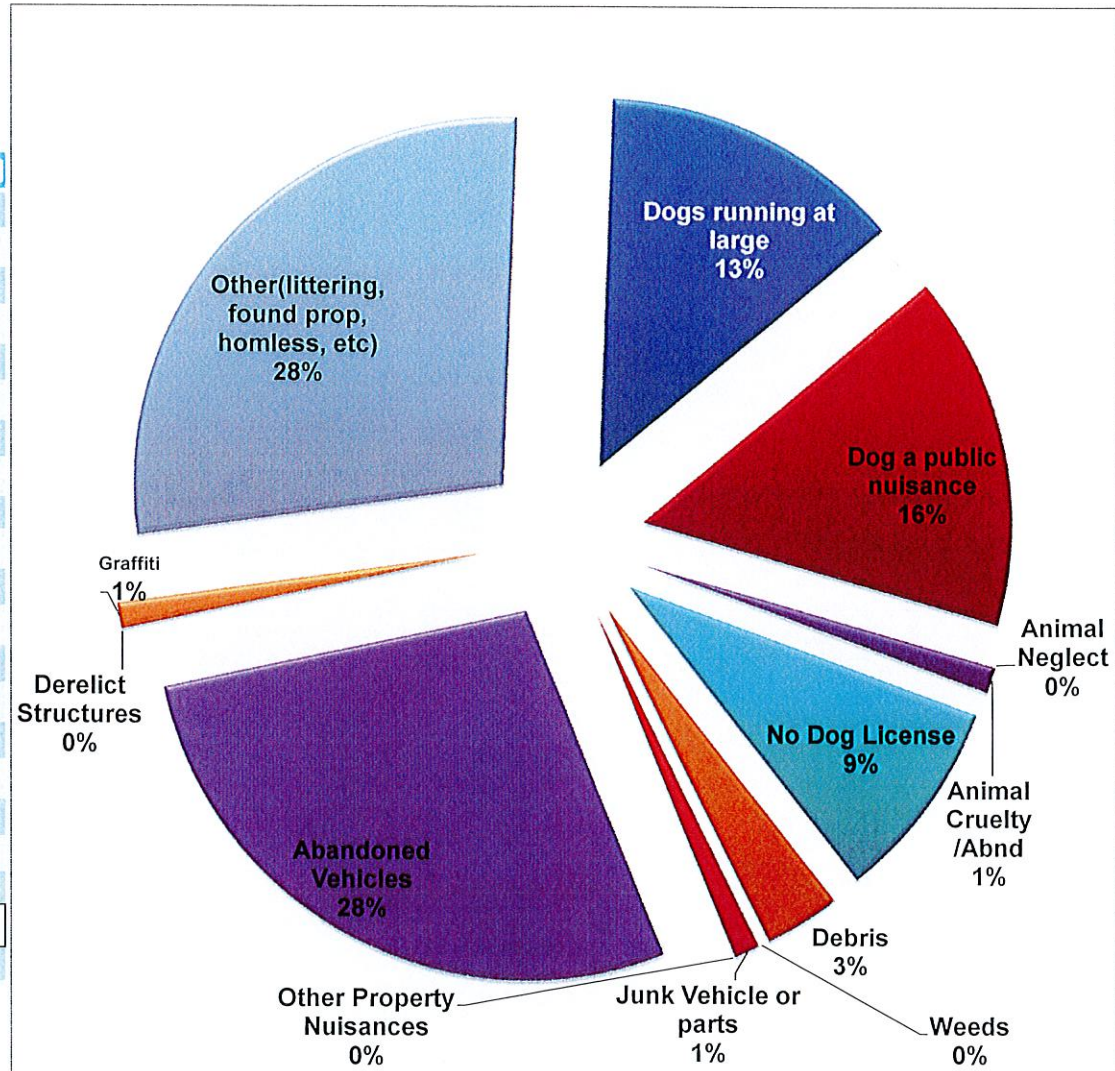
Activity	2022 September	2022 October	2022 November	YTD 2022	PRIOR YTD 2021
Calls for Service	1313	1320	1200	13719	15479
Case Activity	877	879	739	8763	9672
Murder	0	0	0	0	3
Manslaughter	0	0	0	1	1
Robbery	4	1	1	16	18
Sex Crimes	10	7	1	62	58
Burglary	11	16	9	137	165
Assault	14	17	4	138	137
Arson	1	2	0	4	5
UUMV / Auto Theft	9	5	0	68	100
Arrests	116	111	75	1021	1089
Arrests w/Use of Force	1	1	1	21	24
Gang Related Cases	2	5	0	34	44
Graffiti	2	7	1	49	67
Death Investigations	2	4	4	29	24
SRO Cases	11	27	11	78	160
Thefts	76	68	79	819	737
Traffic Stops	87	90	111	1181	912
Cited Traffic/Parking	48	53	61	942	974
Traffic Crashes	47	46	32	413	481
Alarms	29	16	40	309	305

CODE ENFORCEMENT

NOVEMBER: 2022 Stats

Ontario Police Department

Violation	Nov-22	Column1
Dogs running at large	12	
Dog a public nuisance	14	
Animal Neglect	0	
Animal Cruelty /Abnd	1	
No Dog License	8	
Debris	3	
Weeds	0	
Junk Vehicle or parts	1	
Other Property Nuisances	0	
Abandoned Vehicles	25	
Derelict Structures	0	
Graffiti	1	
Other(littering, found prop, homeless, etc)	25	
Dogs taken to (Fetch This Kennel)	0	
Civil Penalties Issued	0	
C.P. Amount Sent	\$0	
Total Parking Citations	5	
Total Violations	95	
Total Cases	95	



Notes: CODE ENFORCEMENT HAS BEEN MAKING MORE VERBAL CONTACT WITH PROPERTIES THAT HAVE VIOLATIONS ABATEMENTS ARE BEING DONE /WITH NO CIVIL PENALTIES BEING SENT AT THIS TIME. CODE ENFORCEMENT HAS BEEN VERY LUCKY AND HAVE BEEN GETTING COMPLIANCE FROM THE BUISNESS AND RESIDENCE WITH CLEANING UP THEIR PROPERTIES.





November 2022 ACTIVITY REPORT



November 2022



Emergency Medical:

(Types of medical calls responded to: Falls with injury, fall lift assists, medical emergencies, medical alarms, assaults, etc.)

CITY	147
RURAL	14

3 of these emergency calls required back-up crews to be called in to respond to 2nd call.

Hazmat Team Calls:

0

Fire Related Emergency Calls:

(Types of fire related calls responded to: Rescue calls, building fires, vehicle fires, smoke detector/fire alarm activation, unauthorized burning, etc.)

	TOTAL	General	Mutual Aid
CITY	12	3	2
RURAL	10	0	0

0 of these emergency calls required back-up crews to be called in to respond to 2nd call.

TOTAL CALLS FOR MONTH

CITY	159
RURAL	24



November 2022



Firefighter Training:

- Weekly department-wide training:
 - 9/25 - Tested and installed smoke detectors in residences (partnered with the Red Cross)
 - 11/01 - Medical airway management
 - 11/08 - After-action review of NW 2nd Street structure fire
 - 11/15 - Structure search and rescue
 - 11/22 – DPSST Mayday training
- Currently have four new part-time firefighters that are about to start a six-week in-house training academy.
- 11/16-11/17 – 5 staff members attended NFPA 1035 class. This certified them as Juvenile Fire setter Intervention Specialist.
- Partnership with DPSST for training staff and training props
- Members attended the SRV Chief's meeting

Inspections:

Chief Benson reviewed plans, conducted inspections, and attended several pre-development meetings for upcoming projects. We are currently planning for the chief to attend a one-week class in Colorado this coming spring to complete his International Code Council Fire Plans Examiner and NFPA Inspector 2 certifications.

Permits Issued:

City Open Burns 3

City Burn Barrels 0

Rural Open Burns 51

Rural Burn Barrels 8



November 2022

Community Involvement:



10/27-10/31 Halloween Trunk or Treats – Ontario Fire and Rescue attended multiple Trunk or Treat events to celebrate the Halloween season.



November 2022



11/1 Training Center Dedication – The Public Training Safety Center was dedicated to retired Chief Terry Leighton in recognition of everything he did to get the facility operational and available for use by our first responders.



11/5 Veterans Day parade – In true parade day style, most of our engines were out at a fire but we were able to have 4 trucks represent the department.





November 2022

11/18-11/19 Frosty Fest – Ontario Fire and Rescue attended Frosty Fest accompanied by Sparky. The community had access to many informative hand outs about fire safety and home escape planning.



- Chief Benson has also been attending coffee with veterans and Chamber of Commerce meetings to get to know our community and their needs more.



November 2022

Major Fire Incidents:

11/05 121 NW 2nd St. Ontario Fire Department was dispatched to a smoke coming from a residence. Upon arrival, firefighters made entry to the home and were faced with heavy smoke. After smoke was cleared through tactical ventilation crews were able to locate the main body of the fire in the basement which travelled through the stairwell into the second floor. Crews were able to save all family pets from the home. There were two minor injuries to firefighters while fighting this fire.





November 2022

Major Medical Incidents:

10/27 Hwy 201 N/Overpass – Motor vehicle crash that required extrication. SUV crashed into a tractor and trailer trapping the single occupant in the vehicle. Medics requested R1 crew remove the door so the patient could be removed. R1 was able to use extrication tools to remove the door and the patient was transferred to the hospital.

10/31 SW 9th St/SW 3rd Ave – Pedestrian Vs Pickup. 16-year-old female who was hit by an intoxicated driver. Female has multiple injuries and was transported to the hospital.

11/18 900 Blk NW 4th Ave – Motor vehicle crash with entrapment. 3 vehicles involved with one occupant being trapped in her vehicle. Her foot was trapped between the passenger seat and the glove compartment. R1 crew was able to free the occupant and she was transported to the hospital.

Ontario Fire and Rescue crews responded to 9 overdoses that required lifesaving interventions.

MALHEUR COUNTY COURT MINUTES

November 2, 2022

The regularly scheduled meeting of the County Court was called to order by Judge Dan Joyce at 9:00 a.m. in the County Court Office of the Malheur County Courthouse with Commissioner Don Hodge and Commissioner Ron Jacobs present. Members of the media, public, and staff had the opportunity to join the meeting electronically or in-person. Administrative Officer Lorinda DuBois was present. Public present in the meeting room was Mike Walker. Notice of the meeting was posted on the County website, Courthouse bulletin board, and emailed to the Argus Observer, Malheur Enterprise, and those persons who have requested notice. The meeting was audio recorded. The agenda is recorded as instrument # [2022-5180](#)

BLM - UPDATE

BLM Vale District Manager Wayne Monger and Field Manager Pat Ryan met with the Court. Mr. Monger explained the County was invited to participate as a cooperating agency in the preparation of plan amendments to BLM's sage grouse management plan; the MOU will be reviewed and considered by the Court at a future meeting. Pat Ryan is retiring at the end of December. The Vale District Office Quarterly Report was shared with the Court members; Mr. Ryan reviewed some of the highlights in the report. BLM is working with APHIS on grasshoppers and Mormon crickets; BLM identifies areas for APHIS to analyze, and APHIS conducts the studies and treatment. Mr. Monger and Mr. Ryan answered questions from the Court members. See instrument # [2022-5184](#) for the Quarterly Report.

CROSSING PERMITS

Commissioner Jacobs moved to approve Crossing Permit #41-42 to Warrington Construction for work on NW 11th #3096; Permit # 42-22 to Warrington Construction for work on NW 36th #573, Foothill Drive #869, and Canyon 2 Road #1069; and Crossing Permit # 43-22 to Idaho Power Company to replace a pole on SE 6th Street #876. Commissioner Hodge seconded and the motion passed unanimously. Original permits will be kept on file at the Road Department.

COURT MINUTES

Commissioner Hodge moved to approve Court Minutes of October 19, 2022 as written. Commissioner Jacobs seconded and the motion passed unanimously.

IGA 169522 - AMENDMENTS

Commissioner Jacobs moved to approve Eighth Amendment to Oregon Health Authority 2021-2023 Intergovernmental Agreement for the Financing of Public Health Services, Agreement #169522; and Ninth Amendment to Oregon Health Authority 2021-2023 Intergovernmental Agreement for the Financing of Public Health Services Agreement #169522. Commissioner Hodge seconded and the motion passed unanimously. Copies will be returned for recording.

EARLY LEARNING HUB BOARD

Commissioner Hodge moved to appoint Marshall Hooker to the Early Learning Hub board. Commissioner Jacobs seconded and the motion passed unanimously. Marshall Hooker replaces Sara Byrne on the board.

DEPARTMENT OF INTERIOR SECRETARIAL ORDER 3404

The Court acknowledged the name changes of two geographical features in Malheur County in which the Department of the Interior recently completed under Secretarial Order 3404. The Court will not initiate a proposal to change the replacement names. Squaw Creek Reservoir was changed to Paa nena-d Reservoir, and Squaw Flat Reservoir #2 was changed to Paa-ne-na Reservoir. See instrument # [2022-5181](#) for the written correspondence.

SENATOR FINDLEY - LEGISLATIVE UPDATE

Senator Lynn Findley and Chief of Staff Siera Watson met with the Court. Senator Findley explained that most of the State agency heads have left or are leaving their positions, so there will be a slate of new agency directors regardless of who wins the Governor election. All indicators are that we are headed for tough economic times; the next economic forecast will be the middle of November. The State will finish the current biennium with an approximate \$4 billion surplus; there will be an effort by the majority party to spend some of that surplus. Senator Findley encouraged the Court to think about capitol construction needs and to complete the necessary forms if the County does have capitol construction needs. Senator Findley currently has approximately 50 legislative concepts in drafting requests from legislative counsel, including a technical fix for SB 16. Several other legislative concepts relate to tax structure changes to help businesses. There will be a new Senate President; Peter Courtney announced he is not running for reelection. The legislative session starts in January 2023. There is a strong movement to eliminate natural gas and petroleum based diesel.

PAID LEAVE OREGON

The Court discussed Paid Leave Oregon with Ms. DuBois. Paid Leave Oregon (HB 2005 (2019)) is a new 1% payroll tax; 60% of the 1% is paid by the employee and 40% by the employer, however, the employer has the option to pay the entire 1%. Ms. DuBois suggested the County pay the entire 1% for the current fiscal year (beginning January 1, 2023). CIS may offer an equivalent plan in the future; an employer may offer an equivalent plan in lieu of the State program (it must be approved by the State). After discussion, Commissioner Jacobs moved to authorize the County pay the full 1% for the current fiscal year. Commissioner Hodge seconded and the motion passed unanimously.

FOOD HANDLERS CERTIFICATES; LANDFILL

Planner/Interim Environmental Health Director Eric Evans met with the Court. Mr. Evans requested authorization to work with Ontario School District to develop a pilot program for the high school culinary arts program in which the class instructor administers the food handler certificate course to the students and the students receive their certificates from the County at no

additional cost. The Court was supportive of the proposal and would like to offer it to the other schools in the County if the pilot program proves successful. Commissioner Hodge moved to authorize Mr. Evans move forward on the proposal with Ontario School District. Commissioner Jacobs seconded and the motion passed unanimously.

Mr. Evans also requested authorization to begin the Categorical Exclusion process with BLM for the power project at the Landfill. By consensus, the Court authorized Mr. Evans to proceed. Mr. Evans noted that the fence at the Landfill also needs replaced in the near future.

A new EHS (Environmental Health Specialist) Trainee will start employment November 15th.

Public members Kelly Johnson and Dave Woolfolk joined the meeting.

MCDC - TREASURE VALLEY RELOAD CENTER PROJECT

Malheur County Development Corporation (MCDC) Board President Grant Kitamura and Project Manager Brad Baird from Anderson Perry met with the Court; also present via telephone was MCDC Officer to the Board Greg Smith. See instrument # [2022-5185](#) for written correspondence.

Grant Kitamura: I'm Grant Kitamura, President of Malheur County Development Corporation and Brad Baird from Anderson Perry, President of Anderson Perry and the Project Manager for our reload facility in Nyssa. And we've come here for an ask. Is Greg on?

Greg Smith: I am.

G. Kitamura: Greg are you going to make the request? Or Brad?

G. Smith: You bet. So first of all, for the record, my name is Greg Smith, Officer to the Board of Malheur County Development Corporation. We come before you today for a request of \$2 million to proceed forward in the completion of Track C. As folks are aware, this is a required element of the Industrial Track Agreement from Union Pacific. Also as folks know, we had hoped to defer this to the future, however, that is not going to be the opportunity before us. So, if it would be appropriate, I would like to turn this over to Brad for description. I would share with you as Officer to the Board, I have reviewed this, and I would recommend approval.

Brad Baird: Okay. I think you've seen the statement that was sent to you via email making the request?

Commissioner Jacobs: Yes, I saw it.

B. Baird: Okay. Just to give a little background, as Greg mentioned, we thought Track C could be added later, it was a budget challenge to include C in the initial work. We even bid the earthwork and the rail work in a manner that had everything but C, and C, so we could not award it initially and add it later if the funds were sufficient, and that's how the project was initially bid. It's been communicated since then that we weren't doing C until additional funding was secured, so that's been our path all along. It's important to note for the County Court that over half of the project budget, I mean over half of the full \$26 million is going to rail, earthwork and rail, so it's an expensive part of the project. And that's been a challenge from day one. And so, we were under the full understanding that we could add it later, get the site operational and add C later.

Commissioner Hodge: Can I ask

B. Baird: Yeah

Commissioner Hodge: And that's what we understood. And then all of a sudden now, in like the last three weeks that has changed. How come we didn't know that? Or what changed?

B. Baird: I'm not sure. We we're just told that per UPRR, we were told by RailPros that UPRR said, for us to even consider serving the site it all has to be built.

Commissioner Hodge: But that wasn't brought up in the last year, year and a half?

B. Baird: No. We just heard this recently and so that obviously puts us in a pickle because we were hoping to get the facility built without C and get it going, and then keep searching for money to add C to honor the full Industrial Tract Agreement, but obviously with that information relayed to us from UPRR through RailPros that it all has to be built so it obviously puts us in a pickle; we need the additional funding. And we have, that's already been bid, it's already, we're aware of, you know, contractors are on board, they're working right now. The earthwork contractor's just basically done but Railworks is still there building the track, so it'd be pretty simple to add

Commissioner Hodge: The \$2 million bid is still valid, I mean it hasn't, inflation hasn't hit it

B. Baird: No it has but we're confident that we can get it – well no, the \$2 million will cover it. What I'm saying is is the original bid, it's actually less than \$2 million but we got a revised cost from the Railworks folks, the earthwork is a half a million of it and the rail is a million and a half, where before it was a million. And I'm hoping if we are successful in funding it through you folks that we'll renegotiate with Railworks and try to bring that down a little bit and get it in for under that. But that's our current number for adding Track C back in.

Commissioner Jacobs: You mentioned that initially the bid was done in two ways, one with, and one without, Track C.

B. Baird: Yeah, actually, sorry I might have, didn't say that quite right. One without C but C as an adder so there's two numbers. So the whole project without C and then C as an adder.

Commissioner Jacobs: And what was the difference in that initial bid?

B. Baird: I'd have to go back and look, but I know it was around \$2 million, but I can get you those numbers. You know it's close, it's very close to what we're asking. It was just a long time ago.

Commissioner Jacobs: Well we definitely would want those numbers

B. Baird: Yeah

Commissioner Hodge: And you can get those like

B. Baird: I could get them in five minutes, I mean I know where they're at, I just don't have them memorized.

Commissioner Hodge: Okay, because like Ron's saying, those additional figures we want to see.

B. Baird: Sure

Commissioner Hodge: With the request that you're making today, we want to see the, you know, what those monies, when and where they're going to.

B. Baird: Right. Well I can tell you that if you choose to fund it, every bit of it's going to go to bringing the earthwork up on Track C and building Track C, that's the only place they're going to go. Back, it's a little confusing, because, let me explain this to you. When we bid it for all the earthwork and all the tracks, except C, and then adding C, part of that in C was down in the water, in the wetlands. And then the other half, once you get out of the wetlands, was to bring it on up to grade. We already did the wetland part as part of the original work.

Commissioner Hodge: So for C that part has been done?

B. Baird: Part of it has been done.

Commissioner Hodge: The wetlands, because it's not in wetlands anymore

B. Baird: Right and the reason we did that is you have a permit, you have a window, if you try to go back later and say, hey we want to get back in the wetland, then you have to reactive the permit, and it's a really

Commissioner Jacobs: So did you consider that in the initial bid when you said, we'll do it without Track C and then we'll see what it costs

B. Baird: We didn't have it broke out that way, no

Commissioner Jacobs: You would have to have gone back in there and put the base in there on Track C in your original bid, in your original findings

B. Baird: Right, and we elected to put it in as we went

Commissioner Jacobs: So it should be substantially less if you're not going to have to go in there and put the base in there, it's already there

B. Baird: The earthwork is less, it's current estimate is a half a million just for the earthwork, and then the bulk of the cost is the rail, you know it's a million and a half

Commissioner Hodge: a million and a half

B. Baird: Yeah.

Commissioner Jacobs: I would like to see those figures of what it's going to cost, because you have different materials going in there, right? You've got base, is that what you call the initial part on top of the track?

B. Baird: Yeah. There's earthwork, we're out of the water so

Commissioner Jacobs: With the riprap, the 700, the Class 700

B. Baird: Yeah, that's already in

Commissioner Jacobs: Yes

B. Baird: So what will happen now is, from the riprap up to subgrade will be just general fill and try whatever we can on the site to build that

Commissioner Jacobs: So hopefully you'll have that material there at that pit that's already there at the site?

B. Baird: Well that will be in the sub ballast, you come up with general earthwork, get to the elevation, then you'll add sub ballast which is just six inches, that is rock from the neighboring pit, then you come in with the actual ballast, which the Railworks folks are providing and I think it's coming from a railroad pit up by North Powder – that's through their contract.

Commissioner Hodge: And that's part of that million and a half

B. Baird: Yeah, the million and a half includes everything we just said, the earthwork from where we're at now up to sub, the sub ballast and the geomembrane, the ballast, and all the rail. And so the financial request we're asking for will add, it'll completely finish Track C and all of it will be for Track C. Track C is just under a mile long, just for clarification, it goes from just south of Gem all the way down to just north of Gamble, and that's a mile between Gem and Gamble, so it's a little bit less than a mile, but it's a lot of track.

Commissioner Hodge: And what's Track C used for?

B. Baird: And that's a question that we should, you know, I understand how it works in working with Railpros that hopefully I describe it right. Track A is the one that's parallel to the mainline, it's 13,000 feet long, you could park almost two unit trains; so that's the one that the railroad

Commissioner Hodge: How many is a unit?

B. Baird: A unit is usually 100 plus cars, it's usually over a mile, a little over a mile long. And the railroad will show up and drop that train and leave, railroad being Union Pacific. So they drop the mile long cars ready to be filled and then they'll be grabbed

and processed, and so you can imagine, we have Track D which comes up to the reload facility, there can only be four or five cars next to the building at once. So they will disassemble the train in chunks, run it over, it's filled, bring it back out, stick it on Track B or C, depending on how they want to process it, and then B and C are for disassembling and assembling the train, and then once they get it ready to go, they move it back on A, and the railroad shows up and grabs it, you know, Union Pacific. So B and C are tracks that are just under a mile long and they're used to process, disassemble the unit train and reassemble as it's filled in pieces, little four or five, six cars at a time and they move them all around and reassemble the train as it's filled. So we could provide a diagram of that if it's, it's hard to explain, if we had a whiteboard it'd be really easy to draw it real quick, I've done that before.

Commissioner Hodge: I think the more, the more information we have the better, for us to look at.

B. Baird: Okay. We can get a really detailed breakdown of what we thought it was based on the initial bid; what has been done for C today, which is just in the wetlands only; what our current costs are to finish it; and get that all to you very quickly, I mean in a day or two.

Commissioner Hodge: Okay. Like Ron was saying, we want to see those

B. Baird: Yeah, and the \$2 million request will cover Track C based on our current numbers, and we're hoping if we're able to add it in the Railworks work, their quote of one and a half will come down. Because they're already here. A lot of that, the reason it went up some is prices, inflation, still occurring.

Commissioner Hodge: Well all those, the last time I was out there and looked, all those railroad ties that were out there, those were all, are they going to have to bring in more railroad ties?

B. Baird: Yeah, there's no materials yet for C, and so, obviously C hadn't been added in so those all have to be ordered

Commissioner Hodge: And the rails

Commissioner Jacobs: Do they have Track A completed?

B. Baird: We provided a link to a drone flight to you guys a little while back, I didn't look at the whole thing but they were going to work on A and then B and then D. I just drove by the site coming out here and they were working on B so I assume A is done. I just haven't physically seen it. But I do know that the railroad is responsible for the tie-ins to the mainline on each end; they don't let anybody work on their mainline but themselves. And I think that's scheduled and so that wasn't going to be scheduled until A was done and they were ready to come and hook up. So I think A is done.

Commissioner Hodge: Is there a timeframe on that? Can they do that during the winter period, the cold period?

B. Baird: Yeah, the last information we've heard is that the railroad anticipates the whole thing being ready by March.

Commissioner Hodge: So the cold weather and freeze and thaw, that's not going to affect them?

B. Baird: No. The earthwork part it could affect it but that's Lindley, that's why time is pretty critical to get that earthwork done before we get any wetter to use on the site soils and get that Track C brought up to grade before the ballast, sub ballast and ballast and rail comes in. That work can, the sub ballast and ballast is easier to do in the winter than the general earthwork. Time is of the essence. If we miss a little bit of a remaining window and it gets really, really wet, we'll have to delay and start the work next spring, then you just risk it taking too long before the railroad provides service, so obviously time is of the essence if we can, just to stay ahead of any potential schedule issues next spring.

Commissioner Jacobs: Well it's been some time since you guys decided that you were going to curtail or at least postpone rail C for quite some time, did you not have any correspondence with Railpros or UP about that?

B. Baird: No. And they're aware that we were waiting to find funding for C, it just never came out, they never relayed to us that, no, you have to have C before the railroad will even provide service; we weren't aware of that.

G. Smith: Let me provide some clarity on that. Railpros is under contract to work for us and they've made it clear all along that Track C is required, however, we engaged them and asked them to work with Union Pacific to help us defer that into the future. And at the end of the day, we weren't able to accomplish that path. So, I want to be really clear; we knew all along, as a result of our Industrial Track Agreement, that we needed Track C. The question, again, was when. And Brad made it very clear to everyone that we needed to defer it, and, unfortunately, we weren't able to.

B. Baird: Yeah, we bid it that way initially, just to find out what the impact was, because we

Commissioner Hodge: Well other than what he just said, for the last year, listening off and on on telephone conversations and some of the live meetings that I went to, was that Track C was going to be deferred and that's the way we were proceeding and all of a sudden, two to three weeks ago it came out and they said no. It's like well how in the hell did we not know that.

B. Baird: It's a misunderstanding or however you want to term it. We didn't know that the railroad wouldn't even provide service unless the whole thing was built, you know, so that was new to us. That's why I indicated to some that asked, yeah, that was a surprise, because it was, we thought we could get the facility running without C and then add C.

G. Kitamura: And the Board was assuming that as well.

B. Baird: And we've said that for the last year. So it was a surprise and that's why we're here, it's like oh my goodness this is a big budget hit without having the budget and it sounds like it's critical to get the facility operational so we're kind of in a pickle here.

Commissioner Hodge: Well I mean, if it's not done, it sounds like everybody's walking off the job or?

B. Baird: No, I think, if I understand it right, and we've got to be careful because I'm talking for others, but the railroad, we have an Industrial Track Agreement that includes C and they have said you've got to build it all before we can provide service.

Commissioner Hodge: So that's what we've got to do.

B. Baird: We've got to build it, I don't think they'd walk away, it just, it would be deferred until we could find more funding and then once it's finally built they would engage. So it's just, this request is obviously to get it built now, and then the next spring, so we can be good and ready for harvest next summer and not lose more time and miss another window.

Commissioner Hodge: Well again, what we're saying as a County Court, we want to see all those figures, we want to see, we want to look at them.

B. Baird: Yeah, no problem. We can have that summarized and down to you right away. I'll get on it tomorrow; I'm traveling all day and doing other stuff in the afternoon, but tomorrow I can get it over to you – I'll be in the office.

Commissioner Jacobs: And I'd like a breakdown of the materials that are going in there, what those costs are, an itemized list. I would like to point out that I've been in discussion with one company, in particular that was concerned that rail C wasn't going to be completed they really weren't going to be able to move forward in any way unless it was completed. We recognize the fact that to utilize the full industrial park that rail C is going to have to be completed and that's going to be essential for us to develop the remainder of the industrial park; so we recognize that, but by the same token we also recognize that \$2 million is a lot of money.

B. Baird: I appreciate you stating that because what's often not remembered about this project is this rail setup is for, I believe, was designed for the whole site, and so obviously it's going to benefit hundreds of acres, not just the reload facility. So having the foresight to make sure the whole thing's built will be very attractive to future tenants and future service, because everybody's going to use that, not just the reload facility, you know, the train system.

Commissioner Hodge: Exactly. Well hopefully with the industrial park, they will all dovetail together.

Commissioner Jacobs: As far as I'm concerned, the industrial park is going to be used for other things other than onions, and I feel like the only way that this is going to work is we have other products moving in and out of this facility. The reload facility is only a small portion of this whole thing. I want the public to know that we've got to get this industrial park developed to really be able to see any economic income.

Commissioner Hodge: We realize that's going to happen a little bit later.

Commissioner Jacobs: Sure, it's going to be in the future.

Commissioner Hodge: In the future. But again, it's all going to dovetail in together so we've got to get the rail facility with MCDC, we've got to get this rail facility up and running.

B. Baird: Right, and all progress that we're making to get closer and closer to the finish line obviously gets the site more and more attractive for the future opportunities you're talking about. I think it's important to realize there's over four miles of rail that will be on this once it's all built, so it's a significant amount of opportunity. And I don't know that that type of a system exists anywhere in the area.

Commissioner Hodge: And we, that's our asset, we own it.

B. Baird: Yeah, even Track A which is in the right of way, you own it, you being MCDC, even though part of it's on the railroad right of way they've got you owning the rail on their land, so yeah, it's all your rail.

G. Kitamura: We went forward knowing that with the reload facility we could get by without it; but this is part of the comprehensive plan that would help put value in to the entire, the rest of the project, the rest of the property. I think, from that standpoint, it's the thing to do and we didn't know that they would come back and insist that we have it before receiving the service, we assumed they would give us service at the reload facility without it. We had no reason not to believe it.

B. Baird: We will definitely get you a breakdown of everything in more detail.

Commissioner Hodge: And like you're saying, with us, ASAP on that because I think today, you know, discussion with what you're telling us, we're probably going to take it under advisement, defer, until, and you know, here it is in November, the sooner the better to get it to us.

B. Baird: Yeah, well I'll have it to you Thursday. We'll get with the contractors and verify the numbers and I'll have it back down here to you.

Commissioner Hodge: Okay, you'll get it in to here, into the Judge's

B. Baird: Absolutely. I just don't have that detailed in my head

Commissioner Hodge: Oh I understand and I don't expect you to sit here on a whiteboard and write those details but, Judge can you, anything else you've got to say or think about, while we're talking of requesting anything.

Judge Joyce: No.

B. Baird: Well we really appreciate your consideration, that's all we could ask. We value your foresight in seeing the value of Track C and understanding that, we appreciate your consideration.

Commissioner Hodge: We've got an asset that's what, two-thirds done out there or maybe more than that.

B. Baird: It's more than that, I'd like to say, I think we're rounding third, there's funding to get the building erected and so things are getting real close.

Commissioner Hodge: And that video that you put out a couple of weeks ago with the drone, the only thing, I mean I looked at it and I thought it was pretty impressive, I just, I wish there would have been some type of comments with it, you know, some audio with it

B. Baird: Let me, I mean, our IT guys, we have a drone for our surveyors

Commissioner Hodge: to explain what I was looking at

B. Baird: we could do that

G. Smith: Mister Commissioner, I hear you loud and clear, the challenge is that cost money, and so if you'd like us to expend those resources to put audio on we can.

Commissioner Hodge: Well I just think with people looking at it, you know, I looked at it and, yeah, it looks nice, but I'd like to understand what the hell I'm looking at.

B. Baird: Maybe we could add, even if it was words, you know, this is Track A, southside, or some descriptor

Commissioner Hodge: To us that are looking at it, you know, how did you, we've been involved in looking at that thing, what do you think somebody that just jumps on the computer and looks at it and has no idea what's been going on for the last 4 or 5 years and there's no comments, nothing's written on it; it's hard to sit there and visualize and say, hey, here's what's going on, I just think there needs to be something said on it.

B. Baird: If we could just add words that were on the bottom as it went, that'd be fairly simple.

Commissioner Hodge: Yeah, anything.

B. Baird: I think we can do that. I'm not an IT person, but

G. Smith: We're on top of it.

B. Baird: It's 2022, we should be able (inaudible, multiple talking)

Commissioner Hodge: Anything else Ron, Judge? You've got a lot of stuff to get done.

B. Baird: No problem, it's all there, I've just got to get it assembled and ship it to you.

Judge Joyce: We'll take it under advisement.

B. Baird: Okay, and we really appreciate it again, appreciate the time and your audience.

G. Kitamura: Thank you very much. I want you to know, from the Board, we appreciate your consideration, this has been a long, long road, and the Board stuck with it, we hope you realize the importance of it to our

Commissioner Hodge: Well I'm looking forward to seeing a finished product, seeing something going out the door, and seeing smiles on everybody's faces.

G. Kitamura: but it is viable and it's very important, it's going to have value.

Judge Joyce: (inaudible) to publicly thank you for your tour the other day in your facility, that was very gracious, and they appreciated it in a big way.

G. Kitamura: Thank you all.

TEMPORARY EMPLOYMENT AGREEMENT - HINSDALE

Commissioner Jacobs moved to approve Malheur County Plumbing Inspector Part-Time Temporary Employment Agreement with Kevin Hinsdale. Commissioner Hodge seconded and the motion passed unanimously. See instrument # [2022-5183](#)

RESOLUTION GUARANTEEING LINE OF CREDIT

Commissioner Hodge moved to approve Resolution R22-26: In the Matter of A Resolution Guaranteeing a line of credit with Bank of Eastern Oregon to the Malheur County Development Corporation (MCDC) in the amount of \$4 Million Dollars in order for the Corporation to build the Treasure Valley Reload Center and receive reimbursement from the Oregon Department of Transportation (ODOT) under Oregon State Agreement No. 32574; and Authorizing Malheur County to be a Guarantor through May 2023. Commissioner Jacobs seconded and the motion passed unanimously. See instrument # [2022-5182](#)

PUBLIC COMMENTS

Public comments were given by Mike Walker, Dave Woolfolk, and Kelly Johnson regarding the reload center project and County funding.

COURT ADJOURNMENT

Judge Joyce adjourned the meeting.

MALHEUR COUNTY COURT MINUTES

November 9, 2022

The regularly scheduled meeting of the County Court was called to order by Judge Dan Joyce at 9:00 a.m. in the County Court Office of the Malheur County Courthouse with Commissioner Don Hodge and Commissioner Ron Jacobs present. Members of the media, public, and staff had the opportunity to join the meeting electronically or in-person. Notice of the meeting was posted on the County website, Courthouse bulletin board, and emailed to the Argus Observer, Malheur Enterprise, and those persons who have requested notice. The meeting was audio recorded. The agenda is recorded as instrument # [2022-5248](#)

WILDLIFE SERVICES

Scott Phillips, Wildlife Specialist with USDA (United States Department of Agriculture) APHIS (Animal and Plant Health Inspection Services) Wildlife Services met with the Court and provided a general update.

- A lot of beaver and coyote management has been taking place; coyote work was done at Ontario airport
- Completed a lot of work for ODFW in an area south of Jordan Valley for Sandhill cranes
- ODFW requires a 48-hour trap check which is hindering
- Concerned about increased wolf activity in the County
- Still would like to have an exemption from the ban on the use of M-44's in order to help the ranchers
- Starling management work taking place at Beef Northwest
- Raven population is high
- Doing badger work at SRCI

SHERIFF'S OFFICE

Undersheriff Travis Johnson and Information Services Director Joshua Kreger met with the Court regarding the Sheriff's Office report management, computer aided dispatch, jail management, and civil software system proposed upgrade. It is suspected that the initial cost will be close to \$500,000; an updated quote is being sought. Undersheriff Johnson asked the Court to consider funding the initial phase of the software upgrade for all agencies (County, Ontario, Nyssa) with ARPA funding. There will be additional costs going through the upgrade process, one being for data migration; the other agencies are working on securing funding to assist in those additional costs. All agencies will continue to pay for the annual subscription fee. The new technology, coupled with cameras and computers in the vehicles, will make the agency more efficient going into the future. Commissioner Jacobs requested a breakdown by agency for the initial cost of the software system; Undersheriff Johnson is working to obtain those figures. Further updates will be provided to the Court as more information is available.

LIFEWAYS

Lifeways CEO Steve Jensen met with the Court. Lifeways is seeking grant funds from Oregon Health Authority to potentially build a 16-bed secure residential treatment facility in Ontario. If funding is secured and the facility is constructed, Lifeways would also like to attach to the facility a crises stabilization center. Mr. Jensen answered questions from the Court members. Commissioner Hodge moved to sign a letter of endorsement for Lifeways application for the 2022 Competitive Housing Development Licensed Residential Treatment Homes or Facilities RFGA. Commissioner Jacobs seconded and the motion passed unanimously. See instrument # [2022-5249](#)

LYTLE BLVD LANDFILL

Planner/Interim Environmental Health Director Eric Evans met with the Court and requested authorization to close the landfill on Saturday, December 24, 2022. Signs will be posted on Lytle Blvd. and at the Landfill on Friday, December 23. Commissioner Jacobs suggested notice also be put in the newspaper. Consensus of the Court was to close the Landfill on Saturday, December 24, 2022.

COURT MINUTES

Commissioner Jacobs moved to approve Court Minutes of November 2, 2022 as written. Commissioner Hodge seconded and the motion passed unanimously.

NACO DUES

Commissioner Hodge moved to approve payment of National Association of Counties (NACo) membership dues for 2023 in the amount of \$626.00 Commissioner Jacobs seconded and the motion passed unanimously.

CHECK REGISTER

Commissioner Hodge moved to approve Accounts Payable Register for October 2022. Commissioner Jacobs seconded and the motion passed unanimously.

AGREEMENT WITH MACKENZIE

Commissioner Hodge moved to approve Agreement for Professional Services with Mackenzie. Commissioner Jacobs seconded and the motion passed unanimously. Mackenzie will provide professional services to analyze the industrial land in the Arcadia Industrial Park for development and sale - Phase 1. Mackenzie will assist the County in exploring the County's goals and options for the property and analyze development for highest and best use for the County and community. See instrument # [2022-5250](#)

MOU WITH BLM - SAGE GROUSE

Commissioner Jacobs moved to approve Memorandum of Understanding between United States Department of the Interior Bureau of Land Management and Malheur County, Oregon as a Cooperating Agency for the purpose of preparing plan

amendments to the Greater Sage-Grouse (GRSG) management in the BLM's land use plans. Commissioner Hodge seconded and the motion passed unanimously. A copy will be returned for recording.

PUBLIC COMMENTS

Sammy Castonguay provided information on dark sky designation. The Oregon Outback Dark Sky Network proposes a "sanctuary" level status from the International Dark Sky Association for Malheur, Harney, and Lake counties. See instrument # [2022-5251](#) for the correspondence from Mr. Castonguay.

COURT ADJOURNMENT

Judge Joyce adjourned the meeting.