

Regular Meeting
Tuesday, April 12, 2022
6:00 p.m.



Unalaska City Hall
Council Chambers
43 Raven Way

Council Members
Thomas D. Bell
Darin Nicholson
Daneen Looby

Council Members
Dennis M. Robinson
Alejandro R. Tungul
Shari Coleman

*To Provide a Sustainable Quality of Life
Through Excellent Stewardship of Government*

UNALASKA CITY COUNCIL

P. O. Box 610 • Unalaska, Alaska 99685
Tel (907) 581-1251 • Fax (907) 581-1417 • www.ci.unalaska.ak.us

Mayor: Vincent M. Tutiakoff Sr. **City Manager:** Erin Reinders
City Clerk: Marjie Veeder, mveeder@ci.unalaska.ak.us

COUNCIL MEETING ATTENDANCE

The community is encouraged to attend meetings of the City Council:

- In person at City Hall
- Online via ZOOM (link, meeting ID & password below)
- By telephone (toll and toll free numbers, meeting ID & password below)
- Listen on KUCB TV Channel 8 or Radio Station 89.7

PUBLIC COMMENT

The Mayor and City Council value and encourage community input at meetings of the City Council. There is a time limit of 3 minutes per person, per topic. Options for public comment:

- In person
- By telephone or ZOOM - notify the City Clerk if you'd like to provide comment using ZOOM features (chat message or raise your hand); or *9 by telephone to raise your hand; or you may notify the City Clerk during regular business hours in advance of the meeting
- Written comment is accepted up to one hour before the meeting begins by email, regular mail, fax or hand delivery to the City Clerk, and will be read during the meeting; include your name

ZOOM MEETING LINK: <https://us02web.zoom.us/j/85203975430>

Meeting ID: 852 0397 5430 / **Passcode:** 977526

TELEPHONE: Meeting ID: 852 0397 5430 / **Passcode:** 977526

Toll Free numbers: (833) 548-0276; or (833) 548-0282; or (877) 853-5247; or (888) 788-0099

Non Toll Free numbers: (253) 215-8782; or (346) 248-7799; or (669) 900-9128

AGENDA

1. **Call to order**
2. **Roll call**
3. **Pledge of Allegiance**
4. **Recognition of Visitors**
5. **Employee Anniversary Award** Nicholas Cron of PCR - 10 year employment anniversary
6. **Adoption of Agenda**
7. **Approve Minutes of Previous Meetings** [March 22, 2022](#), [March 24, 2022](#) and [April 7, 2022](#)

8. **Reports**

- a. [Financials, February 2022](#)
- b. [City Manager](#)

9. **Community Input & Announcements** *Members of the public may provide information to council; and make announcements of interest to the community. Three-minute time limit per person.*

10. **Public Comment on Agenda Items** *Time for members of the public to provide information to Council regarding items on the agenda. Members of the public may also speak when the issue comes up on the regular agenda by signing up with the City Clerk. Three-minute time limit per person.*

11. **Work Session** *Work sessions are for planning purposes, or studying and discussing issues before the Council.*

- a. Presentation: [Unalaska City School District Budget, 2022-2023 School Year](#)
- b. Presentation: [FY23 Community Support Grant applications](#)

12. **Regular Agenda** *Persons wishing to speak on regular agenda items must sign up with the City Clerk. Three-minute time limit per person.*

- a. Review: [Liquor License Renewal, Norwegian Rat Saloon](#) (no action requested)
- b. [Resolution 2022-11: Declaring the Captains Bay Road Paving and Utility Extension Project as the City of Unalaska's Number One Funding Priority](#)

13. **Council Directives to City Manager**

14. **Community Input & Announcements** *Members of the public may provide information to council; and make announcements of interest to the community. Three-minute time limit per person.*

15. **Adjournment**

Regular Meeting
Tuesday, March 22, 2022
6:00 p.m.



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Mayor: Vincent M. Tutiakoff Sr. **City Manager:** Erin Reinders
City Clerk: Marjie Veeder, mveeder@ci.unalaska.ak.us

MINUTES

1. **Call to Order.** Vice Mayor Robinson called the regular meeting of the Unalaska City Council to order on March 22, 2022, at 6:00 p.m.
2. **Roll Call.** The City Clerk called the roll. Council Members Bell, Looby and Robinson were present in person; Council Member Coleman participated remotely via ZOOM. Mayor Tutiakoff and Council Members Nicholson and Tungul were absent (Nicholson attempted to participate remotely via ZOOM but experienced technical difficulties). Vice Mayor announced Tungul's absence excused. Vice Mayor announced establishment of a quorum.

Robinson read the City's Mission Statement: To provide a sustainable quality of life through excellent stewardship of government.

3. **Pledge of Allegiance.** Robinson led the Pledge of Allegiance.
4. **Recognition of Visitors.** Robinson recognized Denise Rankin, President of Ounalashka Corporation and community member Travis Swangel in the audience.
5. **Adoption of Agenda.** Looby moved to adopt the agenda as presented; second by Bell. Bell moved to amend the agenda to include an item to approve travel to a federal grant symposium in Anchorage on April 11 and 12; second by Looby. Roll call vote on the amendment: Robinson, Looby, Coleman and Bell voted in the affirmative; motion passed 4-0. Roll call on main motion, as amended: Robinson, Looby, Coleman and Bell voted in the affirmative; motion passed 4-0.
6. **Approve Minutes of Previous Meetings.** Looby moved to approve the proposed minutes of the meetings held March 7 and March 8, 2022, as presented; second by Bell. There being no objection, the minutes were approved by consensus.
7. **City Manager Report.** Acting City Manager JR Pearson presented his report. Robinson and Coleman commented.
8. **Community Input & Announcements.** Vice Mayor provided an opportunity for community input and announcements, which were provided by:
 - a. Director Roger Blakeley made announcements for the Department of Parks, Culture & Recreation
 - b. Travis Swangel commented on benefits of the Captains Bay Road project that did not appear in the cost-benefit analysis report

- c. Thomas Roufos, PCR Advisory Board Chair, spoke in favor of moving up the PCR Study project on the CMMP
- d. Denise Rankin, President of OC, spoke against proposed Ordinance 2022-05
- e. Frank Kelty commended the performance at tournament of the UCSD boys' and girls' basketball teams

9. **Public Comment on Agenda Items.** The Vice Mayor provided an opportunity for public comment on agenda items. Travis Swangel and Thomas (TC) Bell spoke in favor of proposed Ordinance 2022-05.

10. **Work Session.**

- a. FY23-32 Capital and Major Maintenance Plan (CMMP)

Looby moved to go into Work Session; second by Bell. There being no objection, motion adopted by consensus.

6:20 p.m. – Entered into Work Session

William Homka, Planning Director, presented the FY23-32 Capital and Major Maintenance Plan (CMMP).

Council discussion, comments and questions to staff.

7:16 p.m. Completed Work Session

Looby moved to return to regular session; second by Robinson. There being no objection, motion adopted by consensus.

7:16 p.m. Returned to regular session

Vice Mayor announced a 10 minute break

7:27 p.m. Return from break

11. **Regular Agenda.**

- a. Ordinance 2022-05: Amending Title 14 of the Unalaska Code of Ordinances regulating the use of off-road vehicles within city limits

Bell moved to introduce Ordinance 2022-05 and schedule it for public hearing and second reading on April 12, 2022; second by Looby.

Acting City Manager JR Pearson provided an overview.

Council discussion.

Public comment offered by Travis Swangel (in favor of Ordinance 2022-05) and by Frank Kelty (in opposition to Ordinance 2022-05).

Bell moved to amend Ordinance 2022-05 to strike former paragraph (G), new paragraph (F), "Between the hours of 10:00 p.m. and 8:00 a.m."; second by Looby. Council discussion. Roll call vote: Looby – yes; Coleman – yes; Robinson – no; Bell – yes. Motion fails, 3 yes and 1 no.

Bell moved to postpone to a time certain, April 12, 2022, the vote on Ordinance 2022-05; second by Looby. Roll call vote: Bell – yes; Looby – yes; Robinson – no; Coleman – no. Motion fails, 2 yes and 2 no.

Roll call vote on the main motion: Coleman – yes; Bell – no; Looby – yes; Robinson – no. Motion fails, 2 yes and 2 no. Proposed Ordinance 2022-05 failed on first reading.

- b. City Manager Recruitment: Council discussed recruitment of a new city manager; and hiring an interim city manager.
- c. Approve travel: Looby moved to approve travel for Mayor Tutiakoff and Council Member Robinson to a Federal Grant Symposium in Anchorage on April 11 and 12, 2022; second by Bell. Council discussion. Roll call vote: Robinson – yes; Coleman – yes; Bell – yes; Looby – yes. Motion passes, 4 yes and 0 no.

12. **Council Directives to City Manager.** Coleman moved to direct city management to present the updated city manager position description to Council for review; to begin the recruitment process for the position of city manager; and to prepare contract options for an interim city manager. Second by Bell. Council discussion. Roll call vote: Robinson – yes; Coleman – yes; Looby – yes; Bell – yes. Motion passes, 4 yes and 0 no.

13. **Community Input & Announcements.** The Vice Mayor provided a final opportunity for community input and announcements. None offered.

14. **Executive Session.**

a. Anthony Recco vs. City of Unalaska

Bell moved to go into Executive Session to discuss the case of Anthony Recco versus the City of Unalaska, the immediate public discussion of which may adversely affect the legal positions of the City. Present in the Executive Session will be Council Members Robinson, Looby, and Bell; City Attorneys Sam Severin and Clinton Campion via telephone; and Acting City Manager JR Pearson. Second by Looby. There being no objection, motion adopted by consensus.

City Clerk note: City Code prohibits participation in executive session via telephone. Therefore, Council Member Coleman, who participated in the regular meeting by telephone, was not included in Executive Session, resulting in lack of quorum. The Vice Mayor opted to continue with executive session with the city's attorneys to receive information, recognizing that no direction could be given to the city's attorneys during executive session.

8:18 p.m. Entered into Executive Session

9:00 p.m. On motion by Bell with second by Looby, and there being objection, Council returned from Executive Session.

The Vice Mayor announced that no action was taken in Executive Session.

15. **Adjournment.** Having completed all items on the agenda, Vice Mayor adjourned the meeting at 9:00 p.m.

These minutes were approved by the Unalaska City Council on April 12, 2022.

Marjie Veeder, CMC
City Clerk

SPECIAL MEETING
Thursday, March 24, 2022
6:00 p.m.



Unalaska City Hall
Council Chambers
43 Raven Way

Council Members
Thomas D. Bell
Darin Nicholson
Daneen Looby

Council Members
Dennis M. Robinson
Alejandro R. Tungul
Shari Coleman

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MINUTES

1. Call to order. Vice Mayor Robinson called the special meeting of the Unalaska City Council to order on March 24, 2022, at 6:00 p.m.
2. Roll Call. The City Clerk called the roll. Council Members Bell, Coleman, Looby and Robinson were present. Mayor Tutiakoff and Council Members Nicholson and Tungul were absent. Vice Mayor announced a quorum established.
3. Bell lead the Pledge of Allegiance.
4. Bell read the City's Mission Statement: To provide a sustainable quality of life through excellent stewardship of government.
5. Statement by Vice Mayor: Council Member Tungul requested approval to attend the Federal Grant Symposium in Anchorage on April 11 and 12, 2022. Council member Tungul will already be in Anchorage and is requesting approval to attend on behalf of the City and have his hotel and per diem paid. Mr. Tungul was not previously approved for travel to this symposium. If council is amenable, a motion to amend the agenda is in order.
6. Bell moved to amend the agenda to add an item to approve travel for Tungul to the Federal Grant Symposium on April 11 and 12, 2022 in Anchorage; second by Looby; no council discussion. All council members in attendance voted in the affirmative. Motion passes 4 yes and 0 no.
7. Coleman moved to approve travel for Council Member Tungul to attend the Federal Grant Symposium in Anchorage on April 11 and 12, 2022; second by Looby; no council discussion. All council members in attendance voted in the affirmative. Motion passes 4 yes and 0 no.
8. Bell moved to go into Executive Session to discuss the case of Anthony Recco versus the City of Unalaska, the immediate public discussion of which may adversely affect the legal positions of the City. Present in the Executive Session will be Council Members Bell, Coleman, Looby and Robinson; City Attorneys Sam Severin and Clinton Campion via telephone; and Acting City Manager JR Pearson. Second by Coleman. There being no objection from council, motion adopted by consensus.
6:08 p.m. Entered into Executive Session

6:40 p.m. On motion by Coleman with second by Bell, and there being no objection, Council returned from Executive Session. The Vice Mayor announced that no action was taken in Executive Session other than to provide direction to the city's attorneys.
9. Adjournment. Having completed all items on the agenda, Vice Mayor adjourned the meeting at 6:40 p.m.

These minutes were approved by the Unalaska City Council on April 12, 2022.

Marjie Veeder, CMC
City Clerk

SPECIAL MEETING
Thursday, April 7, 2022
6:00 p.m.



Unalaska City Hall
Council Chambers
43 Raven Way

Council Members
Thomas D. Bell
Darin Nicholson
Daneen Looby

Council Members
Dennis M. Robinson
Alejandro R. Tungul
Shari Coleman

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Mayor: Vincent M. Tutiakoff Sr. **City Manager:** Erin Reinders
City Clerk: Marjie Veeder, mveeder@ci.unalaska.ak.us

MINUTES

1. **Call to order.** Mayor Tutiakoff called the special meeting of the Unalaska City Council to order on April 7, 2022, at 6:01 p.m.
2. **Roll Call.** The City Clerk called the roll. Council Members Bell, Coleman, Looby and Robinson were present in person along with Mayor Tutiakoff. Council Members Nicholson and Tungul were absent due to the restriction on participation in Executive Session via telephone conference. Mayor Tutiakoff announced establishment of a quorum.

Coleman recited the City's Mission Statement: To provide a sustainable quality of life through excellent stewardship of government.

3. **Pledge of Allegiance.** The Mayor led the Pledge of Allegiance.
4. **Adoption of Agenda.** Robinson moved to adopt the agenda; second by Bell. There being no objection, the agenda was adopted by consensus.
5. **Executive Session.** Robinson to go into Executive Session to discuss negotiations with IUOE 302 and to discuss recruitment of a city manager and an interim city manager, the immediate public discussion of which may adversely affect the interests and finances of the City. Present in the Executive Session will be the Mayor, Council Members Looby, Coleman, Bell and Robinson; Acting City Manager JR Pearson; and HR Manager Byron Horne. During discussion of union negotiations we will be joined by department directors Blakeley, Cohenour, Homka, Sharpe and Veeder. Second by Bell. There being no objection, motion adopted by consensus.

a. Discuss negotiations with International Union of Operating Engineers (IUOE 302).

b. Discuss recruitment of Interim City Manager and City Manager

6:04 p.m. Entered into Executive Session

7:42 p.m. End discussion of first executive session item.

8:27 p.m. On motion by Robinson with second by Looby, and there being objection, Council returned from Executive Session.

The Vice Mayor announced that no formal action was taken in Executive Session.

6. **Adjournment.** Having completed all items on the agenda, the Mayor adjourned the meeting at 8:28 p.m.

These minutes were approved by the Unalaska City Council on April 12, 2022.

Marjie Veeder, CMC
City Clerk

DRAFT

General Fund Operating Monthly Summary - Month Ending February 2022

	FY2022 Budget	February	FY2022 YTD	% OF BUD	FY2021 YTD	INC/(DEC) Last Year
REVENUES						
Raw Seafood Tax	4,200,000	170,402	3,450,767	82%	2,898,770	551,997
AK Fisheries Business	3,300,000	0	3,775,900	114%	3,641,049	134,851
AK Fisheries Resource Landing	3,900,000	0	4,549,661	117%	4,094,954	454,707
Property Taxes	7,100,000	(7,968)	7,680,043	108%	7,109,996	570,047
Sales Tax	6,000,000	784,259	6,094,438	102%	4,481,117	1,613,321
Investment Earnings	1,800,000	(435,755)	(1,597,782)	-89%	405,514	(2,003,296)
Other Revenues	2,812,749	129,497	1,842,903	66%	1,625,465	217,438
Appropriated Fund Balance	5,845,265	0	0	0%	0	0
Total General Fund Revenues	34,958,014	640,435	25,795,930	74%	24,256,865	1,539,065
EXPENDITURES						
Mayor & Council	473,640	38,623	234,070	49%	160,864	73,206
City Administration						
City Manager's Office	449,980	29,065	311,552	69%	237,970	73,582
Administration	1,523,473	80,801	1,068,660	70%	964,295	104,365
Total City Administration	1,973,453	109,866	1,380,212	70%	1,202,265	177,947
City Clerk	582,081	29,798	352,964	61%	306,991	45,973
Finance						
Finance	1,130,466	68,636	669,135	59%	715,374	(46,239)
Information Systems	1,046,170	61,796	728,530	70%	572,067	156,463
Total Finance	2,176,636	130,432	1,397,665	64%	1,287,441	110,225
Planning	766,085	50,831	426,796	56%	342,742	84,054
Public Safety						
Police and Admin	4,213,318	273,275	1,954,186	46%	1,775,797	178,389
Police Communications	905,615	67,150	545,516	60%	534,096	11,420
Police Corrections	1,113,288	84,862	639,555	57%	538,593	100,962
Total Public Safety	6,232,221	425,287	3,139,256	50%	2,848,486	290,771
Fire & EMS						
Fire and Emergency Services	1,722,680	98,745	883,693	51%	773,309	110,384
Total Fire & EMS	1,722,680	98,745	883,693	51%	773,309	110,384
Public Works						
DPW Admin & Engineering	829,126	55,508	472,056	57%	411,846	60,211
Streets and Roads	2,787,973	150,465	1,498,476	54%	1,333,866	164,610
Receiving and Supply	309,214	24,774	196,270	63%	157,856	38,414
Veh & Equip Maintenance	1,217,520	74,963	709,872	58%	738,439	(28,567)
Facilities Maintenance	1,304,914	95,114	845,263	65%	832,628	12,635
Total Public Works	6,448,747	400,823	3,721,937	58%	3,474,634	247,303
Parks, Culture & Recreation						
PCR Administration	265,679	18,327	162,772	61%	137,823	24,949
Recreation Programs	819,983	52,925	434,583	53%	385,093	49,490
Community Center Operations	1,054,881	69,729	576,272	55%	570,525	5,747
Library	966,614	61,288	586,394	61%	509,193	77,201
Aquatics Center	505,232	39,455	317,202	63%	291,185	26,017
Parks	42,500	332	46,818	110%	40,160	6,658
Total Parks, Culture & Recreation	3,654,889	242,054	2,124,041	58%	1,933,978	190,064
Other Expenses	5,833,557	0	3,922,038	67%	3,693,000	229,038
XXXXXXXX	0	0	0	0%	0	0
Total Operating Expenditures	29,863,989	1,526,459	17,582,673	59%	16,023,709	1,558,964
Transfers To General Fund	0	0	0	0%	0	0
Transfers To Special Revenue	0	0	0	0%	0	0
Transfers To Capital Projects	1,848,936	0	1,811,740	98%	1,604,658	207,082
Transfers To Enterprise Funds	0	0	0	0%	0	0
Transfers To Enterprise Capital	3,494,500	0	3,356,100	96%	0	3,356,100
	5,343,436	0	5,167,840	97%	1,604,658	3,563,182
	35,207,425	1,526,459	22,750,513	65%	17,628,367	5,122,147
Surplus/(Deficit)	(249,411)	(886,024)	3,045,417	69%	6,628,499	(3,583,082)

	FY2022 Budget	February	FY2022 YTD	% OF BUD	FY2021 YTD	INC/(DEC) Last Year
Electric Proprietary Fund						
REVENUES	11,653,995	1,422,444	11,164,186	96%	7,788,057	3,376,129
Electric Line Repair & Maint	1,373,785	62,161	497,753	36%	503,158	(5,405)
Electric Production	11,253,615	875,096	6,900,240	61%	4,230,833	2,669,408
Facilities Maintenance	133,699	7,315	46,827	35%	37,339	9,487
Utility Administration	5,859,086	382,847	3,803,302	65%	3,610,933	192,370
Veh & Equip Maintenance	66,220	3,130	28,810	44%	17,788	11,022
Transfers Out	715,000	0	31,073	4%	2,052,338	(2,021,265)
EXPENSES	19,401,404	1,330,549	11,308,004	58%	10,452,389	855,616
NET EARNINGS/(LOSS)	(7,747,410)	91,896	(143,818)		(2,664,331)	2,520,513
Water Proprietary Fund						
REVENUES	2,563,057	403,055	1,836,037	72%	1,786,891	49,146
Transfers Out	1,915,500	0	1,723,750	90%	259,735	1,464,015
Facilities Maintenance	61,556	3,889	24,077	39%	50,733	(26,656)
Utility Administration	1,853,406	124,534	1,201,258	65%	1,197,400	3,859
Veh & Equip Maintenance	41,016	3,695	21,666	53%	16,661	5,005
Water Operations	1,765,308	108,660	858,564	49%	804,956	53,608
EXPENSES	5,636,786	240,778	3,829,315	68%	2,329,485	1,499,830
NET EARNINGS/(LOSS)	(3,073,729)	162,277	(1,993,278)		(542,594)	(1,450,684)
Wastewater Proprietary Fund						
REVENUES	2,452,806	259,355	1,700,452	69%	1,754,795	(54,344)
Transfers Out	43,000	0	43,000	100%	0	43,000
Facilities Maintenance	65,492	4,071	42,149	64%	27,370	14,779
Utility Administration	2,058,375	133,420	1,304,635	63%	1,273,057	31,578
Veh & Equip Maintenance	30,921	1,038	16,603	54%	10,672	5,930
Wastewater Operations	2,633,406	193,775	1,621,206	62%	956,080	665,126
EXPENSES	4,831,194	332,303	3,027,593	63%	2,267,180	760,414
NET EARNINGS/(LOSS)	(2,378,388)	(72,949)	(1,327,142)		(512,384)	(814,757)
Transfers In	0	0	0	0%	1,009,265	(1,009,265)
Solid Waste Proprietary Fund						
REVENUES	2,385,699	309,981	1,824,540	76%	1,748,731	75,809
Facilities Maintenance	103,795	15,951	63,079	61%	36,371	26,708
Solid Waste Operations	2,268,263	58,969	878,026	39%	668,152	209,874
Utility Administration	1,701,420	122,924	1,047,689	62%	1,116,811	(69,122)
Veh & Equip Maintenance	147,476	2,229	47,631	32%	34,475	13,157
Transfers Out	1,171,100	0	200,000	17%	100,000	100,000
EXPENSES	5,392,054	200,073	2,236,426	41%	1,955,809	280,616
NET EARNINGS/(LOSS)	(3,006,355)	109,907	(411,886)		(207,079)	(204,808)

	<u>FY2022 Budget</u>	<u>February</u>	<u>FY2022 YTD</u>	<u>% OF BUD</u>	<u>FY2021 YTD</u>	<u>INC/(DEC) Last Year</u>
Ports & Harbors Proprietary Fund						
REVENUES	8,651,862	636,140	5,239,012	61%	4,061,281	1,177,731
Bobby Storrs Small Boat Harbor	196,004	9,288	78,040	40%	84,280	(6,240)
CEM Small Boat Harbor	701,825	58,659	598,808	85%	484,389	114,419
Facilities Maintenance	52,415	3,958	23,919	46%	41,327	(17,408)
Harbor Office	7,299,689	568,672	4,625,396	63%	4,506,483	118,913
Ports Security	68,855	0	2,949	4%	5,808	(2,860)
Spit & Light Cargo Docks	545,262	39,748	416,289	76%	375,188	41,102
Unalaska Marine Center	1,087,287	63,967	673,557	62%	695,175	(21,618)
Veh & Equip Maintenance	64,512	2,107	27,777	43%	33,303	(5,526)
Transfers Out	4,623,218	0	4,623,218	100%	0	4,623,218
EXPENSES	14,639,067	746,398	11,069,954	76%	6,225,953	4,844,000
NET EARNINGS/(LOSS)	(5,987,205)	(110,257)	(5,830,941)		(2,164,672)	(3,666,269)
Airport Proprietary Fund						
REVENUES	560,341	39,274	314,038	56%	325,066	(11,028)
Airport Admin/Operations	617,801	45,456	431,280	70%	396,641	34,639
Facilities Maintenance	205,764	7,314	64,796	31%	61,373	3,422
EXPENSES	823,565	52,770	496,076	60%	458,014	38,062
NET EARNINGS/(LOSS)	(263,224)	(13,496)	(182,038)		(132,949)	(49,090)
Housing Proprietary Fund						
REVENUES	254,168	23,930	172,934	68%	167,056	5,878
Facilities Maintenance	222,936	7,138	73,738	33%	104,204	(30,465)
Housing Admin & Operating	379,702	30,665	247,867	65%	228,397	19,470
EXPENSES	602,638	37,804	321,605	53%	332,601	(10,995)
NET EARNINGS/(LOSS)	(348,470)	(13,874)	(148,671)		(165,544)	16,874

City of Unalaska
Utility Revenue Report
Summary

02/28/22

FY22 Budget Month	Electric	Water	Waste Water	Solid Waste	Monthly Revenue	FY22 Revenue	FY21YTD Revenue	YTD Inc/(Dec)
Jul-21	1,399,334	359,168	211,269	276,036	2,245,807	2,245,807	1,513,394	732,413
Aug-21	1,669,291	389,462	243,763	265,382	2,567,898	4,813,705	3,269,482	1,544,223
Sep-21	1,676,496	241,332	256,838	259,655	2,434,322	7,248,026	5,074,336	2,173,690
Oct-21	1,531,980	87,748	159,747	156,145	1,935,620	9,183,646	6,801,353	2,382,293
Nov-21	1,294,550	101,049	177,075	158,914	1,731,589	10,915,235	8,185,405	2,729,830
Dec-21	1,078,133	91,284	178,308	198,846	1,546,571	12,461,805	9,593,115	2,868,690
Jan-22	1,091,956	162,939	214,097	199,582	1,668,573	14,130,379	11,138,514	2,991,865
Feb-22	1,422,444	403,055	259,355	309,981	2,394,835	16,525,214	13,078,475	3,446,739
Mar-22	0	0	0	0	0	0	15,607,971	0
Apr-22	0	0	0	0	0	0	17,800,715	0
May-22	0	0	0	0	0	0	19,246,941	0
Jun-22	0	0	0	0	0	0	20,929,290	0
YTD Totals	11,164,186	1,836,037	1,700,452	1,824,540	16,525,214			
FY22 Budget	11,487,017	2,482,312	2,412,344	2,347,730	18,729,403			
% to budget	97.2	74.0	70.5	77.7	88.2			

City of Unalaska
Electric Revenue Report
Electric Fund

02/28/22

FY21 Budget Month	Residential	Small General	Large General	Industrial	P.C.E. Assist	Other Revenues	Monthly Revenue	FY22 YTD Revenue	FY21 YTD Revenue	YTD Inc/(Dec)
Jul-21	122,433	94,115	151,539	983,163	45,222	2,863	1,399,334	1,399,334	820,666	578,668
Aug-21	117,811	94,945	159,679	1,242,862	49,679	4,315	1,669,291	3,068,626	1,857,995	1,210,631
Sep-21	116,974	90,412	144,982	1,266,591	53,231	4,307	1,676,496	4,745,122	2,863,886	1,881,236
Oct-21	119,428	93,251	146,061	1,112,352	56,367	4,521	1,531,980	6,277,102	3,815,764	2,461,338
Nov-21	143,408	109,989	159,592	810,261	61,714	9,586	1,294,550	7,571,652	4,747,815	2,823,837
Dec-21	125,656	106,968	135,368	631,800	72,856	5,485	1,078,133	8,649,785	5,678,415	2,971,370
Jan-22	145,885	118,124	167,594	592,579	62,368	5,407	1,091,956	9,741,741	6,667,464	3,074,277
Feb-22	149,655	120,487	167,738	933,274	45,538	5,753	1,422,444	11,164,186	7,788,058	3,376,128
Mar-22							0	0	9,370,070	0
Apr-22							0	0	10,761,377	0
May-22							0	0	11,788,336	0
Jun-22							0	0	12,807,598	0
YTD Totals	1,041,249	828,291	1,232,553	7,572,882	446,975	42,236	11,164,186			
FY22 Budget	1,141,528	1,002,442	1,489,361	7,441,686	361,411	50,589	11,487,017			
% of Budget	91.2	82.6	82.8	101.8	123.7	83.5	97.2			

Kwh Sold

FY 22 Month	Residential	SM. Gen (Includes Street lights)	Large General	Industrial	Total FY22 Kwh Sold	Total FY21 Kwh Sold	Increase (Decrease)
July	267,515	244,069	383,322	2,714,555	3,609,461	3,018,921	590,540
August	292,983	254,648	430,646	3,440,715	4,418,992	3,711,497	707,495
September	296,853	246,007	394,738	3,534,785	4,472,383	3,511,899	960,484
October	316,258	266,448	420,065	3,270,185	4,272,956	3,250,734	1,022,222
November	369,277	306,354	451,639	2,336,458	3,463,728	3,116,502	347,226
December	366,136	296,641	421,170	1,838,480	2,922,427	2,874,320	48,107
January *	365,401	314,544	450,596	1,628,875	2,759,416	2,882,053	(122,637)
February	349,698	297,156	413,355	2,213,815	3,274,024	3,772,724	(498,700)
March					0	5,036,041	0
April					0	4,346,897	0
May					0	3,100,815	0
June					0	2,923,161	0
Total	2,624,121	2,225,867	3,365,531	20,977,868	29,193,387	41,545,564	3,054,737
Percent Sold	9.0%	7.6%	11.5%	71.9%	100.0%		

Generator Fuel

FY22 Average Price Fuel	FY21 Average Price Fuel
2.6143	1.5393
2.7156	1.5469
2.5013	1.4965
2.7635	1.4744
2.9311	1.7177
2.8861	1.8533
3.1072	1.8318
3.3337	1.9500
	2.2590
	2.2295
	2.3518
	2.5393
2.8566	1.8991
50.42%	

FY22 Cumulative kwh Sold	FY21 Cumulative kwh Sold
3,609,461	3,018,921
8,028,453	6,730,418
12,500,836	10,242,317
16,773,792	13,493,051
20,237,520	16,609,553
23,159,947	19,483,873
25,919,363	22,365,926
29,193,387	26,138,650
29,193,387	31,174,691
29,193,387	35,521,588
29,193,387	38,622,403
29,193,387	41,545,564

% Change from Prior Year

City of Unalaska
Water Revenue Report
Water Fund

02/28/22

FY22 Month	Unmetered Sales	Metered Sales	Other Revenues	Monthly Revenue	FY22 YTD Revenue	FY21 YTD Revenue	YTD Inc/(Dec)
Jul-21	12,767	340,267	6,135	359,168	359,168	258,832	100,336
Aug-21	12,699	376,767	(4)	389,462	748,631	536,701	211,930
Sep-21	12,646	228,712	(27)	241,332	989,962	863,801	126,161
Oct-21	12,655	75,124	(31)	87,748	1,077,710	1,168,166	(90,456)
Nov-21	12,648	85,846	2,555	101,049	1,178,759	1,262,602	(83,843)
Dec-21	12,688	78,625	(29)	91,284	1,270,043	1,352,364	(82,321)
Jan-22	12,610	149,124	1,205	162,939	1,432,982	1,492,203	(59,221)
Feb-22	11,750	391,336	(31)	403,055	1,836,037	1,786,891	49,146
Mar-22				0	0	2,229,665	0
Apr-22				0	0	2,589,578	0
May-22				0	0	2,697,429	0
Jun-22				0	0	2,933,144	0
YTD Totals	100,463	1,725,801	9,773	1,836,037			
FY22 Budget	139,081	2,335,813	7,418	2,482,312			
% of Budget	72.2	73.9	131.7	74.0			

Million Gallons Produced

FY22 Month	FY 22 Produced	FY 21 Produced	Increase (Decrease)
July	147.336	112.799	34.537
August	163.373	119.327	44.046
September	104.305	140.934	(36.629)
October	45.402	131.744	(86.342)
November	50.688	42.052	8.636
December	45.300	47.001	(1.701)
January	73.309	66.272	7.037
February	169.312	127.428	41.884
March		175.672	0.000
April		154.863	0.000
May		51.271	0.000
June		104.922	0.000
Total	799.025	1274.285	11.468

FY22 Water Cumulative	FY21 Water Cumulative
147.336	112.799
310.709	232.126
415.014	373.060
460.416	504.804
511.104	546.856
556.404	593.857
629.713	660.129
799.025	787.557
0.000	963.229
0.000	1118.092
0.000	1169.363
0.000	1274.285

City of Unalaska
Wastewater Revenue Report
Wastewater Fund

02/28/22

FY22 Budget Month	Unmetered Sales	Metered Commercial	Metered Industrial	Other Revenues	Monthly Revenue	FY22 YTD Revenue	FY21 YTD Revenue	YTD Inc/(Dec)
Jul-21	41,873	151,880	16,786	730	211,269	211,269	206,365	4,904
Aug-21	41,650	168,905	19,355	13,852	243,763	455,031	421,792	33,239
Sep-21	41,476	199,244	15,997	121	256,838	711,870	663,037	48,833
Oct-21	41,504	105,207	9,359	3,677	159,747	871,617	888,063	(16,446)
Nov-21	41,480	127,718	4,564	3,314	177,075	1,048,692	1,077,778	(29,086)
Dec-21	41,614	129,940	3,987	2,766	178,308	1,227,000	1,306,337	(79,337)
Jan-22	41,111	153,008	13,016	6,962	214,097	1,441,097	1,535,032	(93,935)
Feb-22	38,551	186,987	33,352	465	259,355	1,700,452	1,754,795	(54,343)
Mar-22					0	0	1,985,517	0
Apr-22					0	0	2,189,323	0
May-22					0	0	2,351,839	0
Jun-22					0	0	2,537,519	0
YTD Totals	329,259	1,222,888	116,417	31,888	1,700,452			
FY22 Budget	455,848	1,797,311	80,457	78,728	2,412,344			
% of Budget	72.2	68.0	144.7	40.5	70.5			

FY22 Month	FY22 Effluent (Gal)	FY21 Effluent (Gal)	Increase (Decrease)
July	12,412,000	10,512,000	1,900,000
August	10,241,000	11,571,000	(1,330,000)
September	11,063,000	12,188,000	(1,125,000)
October	12,963,000	13,078,000	(115,000)
November	10,952,000	13,433,000	(2,481,000)
December	10,736,000	16,204,000	(5,468,000)
January	16,093,000	15,231,000	862,000
February		16,331,000	0
March		13,890,000	0
April		12,309,000	0
May		12,008,000	0
June		10,900,000	0
Total	84,460,000	157,655,000	(7,757,000)

FY22 Cumulative	FY21 Cumulative
12,412,000	10,512,000
22,653,000	22,083,000
33,716,000	34,271,000
46,679,000	47,349,000
57,631,000	60,782,000
68,367,000	76,986,000
84,460,000	92,217,000
0	108,548,000
0	122,438,000
0	134,747,000
0	146,755,000
0	157,655,000

City of Unalaska
Solid Waste Revenue Report
Solid Waste Fund

02/28/22

FY22 Month	Residential Fees	Tipping Fees	Other Revenue	Monthly Revenue	FY22 YTD Revenue	FY21 YTD Revenue	YTD Inc/(Dec)
Jul-21	31,976	188,881	55,178	276,036	276,036	227,531	48,505
Aug-21	31,992	181,682	51,708	265,382	541,417	452,994	88,423
Sep-21	31,961	166,678	61,017	259,655	801,072	683,613	117,459
Oct-21	31,997	92,658	31,490	156,145	957,217	929,360	27,857
Nov-21	31,980	93,751	33,183	158,914	1,116,131	1,097,210	18,921
Dec-21	32,087	104,309	62,450	198,846	1,314,977	1,255,999	58,978
Jan-22	32,112	112,087	55,382	199,582	1,514,559	1,443,815	70,744
Feb-22	30,698	191,675	87,608	309,981	1,824,540	1,748,731	75,809
Mar-22				0	0	2,022,719	0
Apr-22				0	0	2,260,438	0
May-22				0	0	2,409,337	0
Jun-22				0	0	2,651,029	0
YTD Totals	254,802	1,131,721	438,016	1,824,540			
FY22 Budget	325,165	1,548,679	473,886	2,347,730			
% of Budget	78.4	73.1	92.4	77.7			

FY22 Month	FY22 Tons of Waste	FY21 Tons of Waste	Increase (Decrease)
July	643.54	615.03	28.51
August	519.96	649.09	(129.13)
September	739.81	534.39	205.42
October	417.18	763.70	(346.52)
November	336.84	431.17	(94.33)
December	405.23	399.72	5.51
January	438.77	501.65	(62.88)
February	707.24	788.69	(81.45)
March		770.95	0.00
April		640.15	0.00
May		390.34	0.00
June		634.64	0.00
Total	4208.57	7119.52	(474.87)

Cummulative	
FY22 Tons of Waste	FY21 Tons of Waste
643.54	615.03
1163.50	1264.12
1903.31	1798.51
2320.49	2562.21
2657.33	2993.38
3062.56	3393.10
3501.33	3894.75
4208.57	4683.44
0.00	5454.39
0.00	6094.54
0.00	6484.88
0.00	7119.52

**CITY OF UNALASKA
FY22 PORTS REVENUE**

Month	Year	UMC Dock				Spit Dock		Small Boat Harbor		Cargo Dock		CEM		Other Rev&Fees	Monthly Revenue	FY22 YTD Revenue	% of Budget	FY21 YTD Revenue	YTD Inc(Dec)	
		Docking/Moorage	Wharfage Fees	Rental Fees	Utility Fees	Docking / Moorage	Utility Fees	Docking / Moorage	Utility Fees	Dockage / Moorage	Wharfage Rental/Util	Docking/Moorage	Utility Fees							
Jul	2021	105,056	232,499	77,130	15,998	18,991	(1,682)	13,319	412	383	10,341	21,899	16,233	1,343	511,920	511,920	6.0%	412,959	98,960	
Aug	2021	180,089	326,226	77,130	30,170	77,548	4,857	3,461	524	4,989	10,239	6,668	19,204	2,207	743,312	1,255,232	14.6%	973,869	281,363	
Sept	2021	165,544	408,428	77,040	19,335	58,151	4,310	6,481	314	4,275	9,433	68,274	9,609	2,445	833,638	2,088,870	24.3%	1,479,412	609,458	
Oct	2021	204,891	322,353	76,742	28,339	46,021	9,853	7,930	481	1,888	15,872	75,523	27,908	1,963	819,760	2,908,630	33.9%	2,077,498	831,132	
Nov	2021	86,666	134,039	76,445	7,589	45,134	24,320	4,312	534	1,117	10,249	60,251	66,110	4,319	521,086	3,429,716	39.9%	2,506,202	923,514	
Dec	2021	85,723	73,061	76,514	19,433	42,005	62,997	10,708	2,504	10,732	1,941	267,964	73,314	1,113	728,009	4,157,725	48.4%	3,112,613	1,045,111	
Jan	2022	94,516	36,146	76,888	16,245	58,564	24,541	9,804	2,128	9,933	13,483	38,273	63,200	977	444,699	4,602,424	53.6%	3,470,860	1,131,564	
Feb	2022	144,771	252,506	76,514	18,874	38,937	11,032	3,798	1,573	6,342	22,846	18,272	38,608	2,067	636,140	5,238,563	61.0%	4,061,281	1,177,283	
Mar	2022													0	0	0.0%	4,902,143	0		
Apr	2022													0	0	0.0%	5,552,430	0		
May	2022													0	0	0.0%	6,145,016	0		
Jun	2022													0	0	0.0%	6,649,714	0		
Totals		1,067,255	1,785,257	614,403	155,983	385,351	140,229	59,812	8,470	39,658	94,404	557,124	314,185	16,432	5,238,563					
Loc total		3,622,898				525,580		68,283		134,062		871,308								
Loc percent		69.2%				10.0%		1.3%		2.6%		16.6%								
FY22 Budget		1,770,006	3,188,469	1,210,000	467,127	430,520	125,000	87,000	6,000	120,000	125,069	647,700	313,000	98,000	8,587,891					
% to Budget		60.3%	56.0%	50.8%	33.4%	89.5%	112.2%	68.7%	141.2%	33.0%	75.5%	86.0%	100.4%	16.8%	61.0%					

PORTS RECEIVABLES

Month	Year	Current	Over 30 Days	Over 60 Days	Over 90 Days	Total Due	% Past Due 90 Days +	Cash Received
Jul	2021	511,574	81,785	18,291	68,988	680,638	10.1%	536,097
Aug	2021	650,927	62,209	45,069	99,822	858,027	11.6%	594,543
Sept	2021	892,785	96,157	13,433	43,543	1,045,917	4.2%	645,747
Oct	2021	818,448	218,864	26,419	87,135	1,150,865	7.6%	775,452
Nov	2021	501,600	217,457	71,076	91,033	881,166	10.3%	808,384
Dec	2021	707,496	153,063	57,925	47,649	966,133	4.9%	642,569
Jan	2022	441,981	171,627	9,421	43,610	666,640	6.5%	735,561
Feb	2022	628,849	113,796	76,059	35,455	854,159	4.2%	448,549
Mar	2022					0	0.0%	
Apr	2022					0	0.0%	
May	2022					0	0.0%	
Jun	2022					0	0.0%	
YTD Cash Received								5,186,901

**CITY OF UNALASKA
FY22 AIRPORT REVENUE**

MONTH	YEAR	MONTHLY LEASES	MISC INCOME	LATE FEES	MONTHLY REVENUE	FY22 YTD REVENUE	% OF BUDGET	FY21 YTD REVENUE	YTD INC/(DEC)
JUL	2021	38,023	9	26	38,057	38,057	6.9%	38,949	(891)
AUG	2021	38,944	0	26	38,970	77,027	13.9%	77,821	(794)
SEP	2021	38,956	14	2	38,972	115,999	21.0%	116,882	(883)
OCT	2021	38,023	18	6	38,048	154,047	27.8%	156,971	(2,924)
NOV	2021	36,122	12	4	36,138	190,185	34.4%	195,487	(5,302)
DEC	2021	41,973	13	0	41,986	232,170	41.9%	237,074	(4,903)
JAN	2022	37,982	7	3	37,992	270,162	48.8%	279,840	(9,678)
FEB	2022	39,274	0	0	39,274	309,436	55.9%	325,065	(15,629)
MAR	2022				0	0	0.0%	365,394	0
APR	2022				0	0	0.0%	404,335	0
MAY	2022				0	0	0.0%	443,267	0
JUN	2022				0	0	0.0%	481,450	0
TOTAL		309,296	73	67	309,436		0.0%		
FY22 BUDGET		544,000	3,500	6,000	553,500				
% TO BUDGET		56.9%	2.1%	1.1%	55.9%				

RECEIVABLE BALANCES

MONTH	YEAR	CURRENT	OVER 30 DAYS	OVER 60 DAYS	OVER 90 DAYS	TOTAL DUE	% PAST DUE 90 DAYS +	CASH RECEIVED
JUL	2021	34,470	2,997	2,914	(29,080)	11,302	0.0%	53,655
AUG	2021	34,189	3,184	100	(20,821)	16,652	0.0%	37,065
SEP	2021	30,902	3,090	100	(23,535)	10,557	0.0%	45,491
OCT	2021	28,515	18,919	772	(23,333)	24,873	0.0%	28,362
NOV	2021	34,304	0	86	(23,316)	11,074	0.0%	57,516
DEC	2021	27,658	397	3	(23,231)	4,827	0.0%	48,235
JAN	2022	38,740	(4,910)	0	(23,308)	10,522	0.0%	46,415
FEB	2022	32,247	3,057	(5,096)	(23,068)	7,140	0.0%	45,622
MAR	2022					0	0.0%	
APR	2022					0	0.0%	
MAY	2022					0	0.0%	
JUN	2022					0	0.0%	
YTD TOTAL								362,362

FY 22 HOUSING RENTAL REVENUE

MONTH	YEAR	HOUSING RENTALS	MISC. REVENUE	MONTHLY REVENUE	FY22 YTD REVENUE	% OF BUDGET	FY21 YTD REVENUE	YTD INC/(DEC)
JUL	2021	14,804	0	14,804	14,804	6.0%	20,475	(5,671)
AUG	2021	20,814		20,814	35,618	14.3%	40,950	(5,332)
SEP	2021	20,451		20,451	56,069	22.6%	71,253	(15,185)
OCT	2021	28,363		28,363	84,431	34.0%	87,087	(2,656)
NOV	2021	16,714		16,714	101,145	40.7%	106,872	(5,727)
DEC	2021	23,930		23,930	125,075	50.3%	125,096	(21)
JAN	2022	23,930		23,930	149,004	60.0%	144,920	4,085
FEB	2022	23,930		23,930	172,934	69.6%	167,056	5,878
MAR	2022			0	0	0.0%	188,067	0
APR	2022			0	0	0.0%	208,571	0
MAY	2022			0	0	0.0%	229,183	0
JUN	2022			0	0	0.0%	257,616	0
TOTAL		172,934	0	172,934				
FY22 Budget		248,500	0	248,500				
% TO BUDGET		69.6%		69.6%				

MEMORANDUM TO COUNCIL

To: Mayor and City Council Members
From: J. R. Pearson, Acting City Manager
Date: April 12, 2022
Re: City Manager Report

BUDGET RELATED COUNCIL MEETINGS: Staff continues to work to improve the budget process and to present Council with a budget that addresses Council's Budget goals. Upcoming key dates to keep in mind are the following, but are still subject to change:

- April 26, 2022: Approve Property tax millage rate, School Funding, Community Support Grants & CMMP
- May 3, 2022: BOE Training for Mayor and Council from State Assessor
- May 10, 2022: BOE Hearings
- May 24, 2022: Certify Tax Roll; 1st reading FY23 Budget Ordinance
- June 14, 2022: 2nd reading FY23 Budget Ordinance

CAPSIS: The CAPSIS entries were finalized and submitted on February 14, 2022 after the deadline was extended to February 15, 2022. Staff used the additional time to fine tune the request for support for the Captains Bay Road Paving and Utility Improvements Project. Staff worked diligently with multiple consultant teams and each other to get the updated cost estimates, phasing information, and cost benefit data to refine our CAPSIS request (as well as the CMMP). Along with Captains Bay Road, the other requests focused on supporting the Bobby Storrs A & B Floats, the Electrical System Interconnection Projects, UMC and LCD Dredging, Solid Waste Gasifier, and the UMC Cruise Ship Terminal. The CAPSIS requests have been shared with our State and Federal lobbyists as each of these projects are directly related to Council's legislative priorities. Furthermore, we have numerous staff members participating in webinars offered through AML to help identify other funding sources.

COVID-19 UPDATE: As of April 5, 2022, there were no known cases of COVID-19 in Unalaska (industry quarantined or community). This information is found on the City's COVID-19 Data Hub at <https://covid19-response-unalaska.hub.arcgis.com/>. According to the State of Alaska, as of April 8, 2022, 77% of Aleutian West Census Area residents age 5 and up have received their first vaccine dose, 66% are fully vaccinated, and 21% have received their booster. This data is found on the Alaska DHSS Coronavirus Response Hub at <https://alaska-coronavirus-vaccine-outreach-alaska-dhss.hub.arcgis.com/>.

FISCAL SUSTAINABILITY: City Council had an in depth discussion with APCM and City Staff on October 26, 2021, regarding a permanent fund. Key direction provided by Council included a \$40 million starting amount, moderate growth allocation, and a plan to begin distribution at the three year point (starting in July of 2024). Staff met again with APCM on Monday, November 8, 2021 to discuss our next steps. Since that time we have received sample ordinances and resolutions from APCM. Our City Attorney has drafted documents for Unalaska's use specifically. Jim Sharpe and City Manager met with APCM to review the documents briefly on January 12 and again on February 10 to discuss next steps for both the Permanent Fund and Emergency Operations. Jim Sharpe is gathering information on both investment Custodians and Managers, a necessary step in this multifaceted process. APCM provided us with updated drafts of the Ordinance and Resolution to establish a Permanent Fund on Wednesday, February 16. We still need to review, discuss more and have the city attorney review. APCM is also

developing questions for Council to consider for the development of an emergency fund and some parameters for that. The work continues.

TRILATERAL GROUP: Representatives from the Q-Tribe, OC and the City continue to meet on a monthly basis. The group met on February 7 with continued discussion on how best to proceed with developing an updated MOA that is more holistic in nature, rather than just a focus on the IRT. The City Manager met with Karen Kirk on the Trilateral Group's behalf on Monday, February 14 to get her feel for how this process might be structured with three separate boards or councils. There was a follow up meeting with Karen Kirk on Monday, February 21 with Natalie Cale of OC and Chris Price of the Tribe and City Manager. So, more to come.

DIRECTIVES TO THE CITY MANAGER: There are four directives listed below, the first three are progressing as outlined. The fourth, Ordinance 2022-05 was defeated.

- **City Manager Recruitment (March 22, 2022). In Process.** Management was directed to proceed with City Manager recruitment, begin looking for an executive search firm and provide a draft job description to Council.
 - March 23 - draft job description was emailed to Council for review.
 - April 4 - RFP for executive search services was posted.
 - April 7 - Council met in executive session to further discuss recruitment of an interim City Manager and a permanent City Manager.
 - April 11 - the City Manager position was posted.

- **Cost Benefit Analysis for Captains Bay Road Project (March 30, 2021). Progressing.** The directive reads, "Implement a cost-benefit analysis for the proposed road improvements and utility expansion for Captains Bay Road." We will use this report to not only objectively define the benefit, but also define the project phases and scope for those phases. This has allowed for a deeper dive into updated construction cost estimates, a rerun of the Cost Benefit model, and an adjustment to the findings. A Final Draft was presented before Council at the March 8, 2022 Council Meeting. The refined information has proven to be very beneficial and directly applicable to our project phasing as well as CAPSIS and CMMP requests as it clearly indicates the most cost effective approach. Furthermore, the analysis and findings will serve us well as we seek other funding opportunities. HDR is assisting the City with the RAISE grant application that is due April 14.

- **Haystack Communications Site (July 27, 2021). Progressing.** The directive reads, "Start the process to terminate leases on Haystack for communications and work to upgrade and allow equal access to facilities for communications on Haystack with new leases." This directive was issued after public comment by Optimera representatives at the City Council meeting. Available space (that is not already leased or has an easement across it) is limited on Haystack, and Optimera had previously requested a lease agreement in a place that was leased to another entity.

To comply with the directive, below is an overview of related activities over the past few months:

- **Optimera Lease**
 - November 26, 2021 – Planning emailed draft lease to Optimera for tower space on Haystack
 - December 2, 2021 – Planning emailed Optimera to confirm they received the lease. Optimera responded affirmative.
 - December 27, 2021 – Optimera returned a draft lease with proposed edits
 - January 20, 2022 – Discussed Optimera's proposed lease / City response with City Attorney
 - January 24, 2022 – Discussed City position on Optimera draft with Optimera attorney

- January 27, 2022 – Discussed draft with City Attorney
 - January 28, 2022 – Emailed new draft to Optimera
 - February 17, 2022 – Optimera accepted lease
 - March 8, 2022 – Resolution 2022-08, Council approved 20-year lease with Optimera.
- Staff will be looking at renegotiating the existing TelAlaska lease on Haystack, which currently leases a significant portion of the property on Haystack. TelAlaska will be seeking permission to build a new tower on Haystack in 2022 so we will be discussing the situation as we lead up to their application, which is not scheduled.
- **Ordinance regarding off-road vehicle use. Completed.**
 - February 8, 2022 - The first directive on this topic read “Bring Draft Ordinance to meeting on Feb 22 2022 regarding off road vehicle usage.”
 - February 22, 2022 - Staff introduced Ordinance 2022-04 to Council seeking to update City code to reflect terms and definitions from the new Alaska statute regarding off road vehicle usage but maintained the current local restrictions on roadways. Ordinance 2022-04 was defeated on first reading.
 - February 22, 2022 - Council directed staff to “Bring to council a draft ordinance allowing APV use on public roads in Unalaska.”
 - March 22 - Ordinance 2022-05 was introduced in response to the February 22 directive and defeated on first reading.

TO: Mayor Tutiakoff and City Council Members
FROM: Dr. Robbie L. Swint, Jr., Superintendent
DATE: March 31, 2022
SUBJECT: FY2023 Request for City Appropriation



Pursuant to City Ordinance § 2.98.090, the Unalaska City School District respectfully submits the proposed school budget for school year 2022-2023. Per your request, the District is providing the budget presentation to you by April 1st to be included in the Council meeting packet on April 12th.

On behalf of the Board of Education, students, parents, and staff, thank you for your unparalleled level of support to the school district during these past many years. This will be my first time presenting to the Council and I am looking forward to the meeting.

Dr. Robbie L. Swint, Jr.

Dr. Robbie L. Swint, Jr.

**UNALASKA CITY SCHOOL DISTRICT
FY 23 BUDGET
PROJECTED ENROLLMENT: 345
STATE FUNDING AT \$5,930 BSA, PERS/TRS AT FY 22 LEVEL**

FUNCTION 100 REGULAR INSTRUCTION

ACCT #	DESCRIPTION	FY 19 ACTUAL	FY 20 ACTUAL	FY 21 ACTUAL	FY 22 REV. BUD.	FY 23 PROPOSED	CHANGE	% CHG
100-315	TEACHERS	\$1,761,948	\$1,800,678	\$1,942,770	\$1,771,486	\$1,866,144	\$94,658	5.34%
100-316	STIPENDS	\$16,162	\$22,350	\$13,400	\$24,900	\$24,900	\$0	0.00%
100-323	AIDES	\$30,130	\$63,933	\$92,884	\$75,894	\$83,338	\$7,444	9.81%
100-329	SUBSTITUTES	\$68,636	\$34,210	\$48,438	\$62,400	\$62,400	\$0	0.00%
100-350	BENEFITS	\$1,240,959	\$1,206,709	\$1,354,420	\$985,290	\$1,098,553	\$113,263	11.50%
100-410	PROFESSIONAL	\$23,530	\$9,712	\$18,472	\$10,000	\$10,000	\$0	0.00%
100-420	TRAVEL	\$29,951	\$28,952	\$11,012	\$10,000	\$10,000	\$0	0.00%
100-425	STUDENT TRAVEL	\$157,455	\$40,697	\$2,150	\$163,000	\$163,000	\$0	0.00%
100-450	SUPPLIES	\$124,900	\$101,499	\$283,744	\$120,000	\$102,000	(\$18,000)	-15.00%
100-474	TECHNOLOGY SUPPLIES	\$16,590	\$16,895	\$56,742	\$20,000	\$17,000	(\$3,000)	-15.00%
100-490	OTHER EXPENSES	\$0	\$0	\$480	\$1,000	\$1,000	\$0	0.00%
100-510	EQUIPMENT	\$0	\$0	\$4,139	\$5,000	\$4,250	(\$750)	-15.00%
100-511	TECHNOLOGY	\$74,703	\$99,247	\$135,040	\$70,000	\$59,500	(\$10,500)	-15.00%
100-512	BUILDINGS	\$0	\$0	\$2,652	\$0	\$0	\$0	#DIV/0!
TOTALS FUNCTION 100		\$3,544,964	\$3,424,882	\$3,966,343	\$3,318,970	\$3,502,085	\$183,115	5.52%
% OF FUND 100 EXPENDITURES		44.65%	46.07%	44.98%	42.02%	43.59%		

TEACHERS	SALARY	BENEFITS	PERCENT TOTAL SALARY AND BENEFITS	
ELEMENTARY TEACHER	\$74,115	\$41,842	56.46%	\$115,957
ELEMENTARY TEACHER	\$65,019	\$40,386	62.11%	\$105,405
ELEMENTARY TEACHER	\$80,937	\$42,934	53.05%	\$123,871
ELEMENTARY TEACHER	\$90,104	\$44,402	49.28%	\$134,506
ELEMENTARY TEACHER	\$79,805	\$42,753	53.57%	\$122,558
ELEMENTARY TEACHER	\$71,841	\$41,478	57.74%	\$113,319
ELEMENTARY TEACHER	\$90,104	\$44,402	49.28%	\$134,506
ELEMENTARY TEACHER	\$74,115	\$41,842	56.46%	\$115,957
ELEMENTARY TEACHER	\$87,901	\$44,049	50.11%	\$131,950
ELEMENTARY TEACHER	\$76,460	\$42,217	55.21%	\$118,677
ELEMENTARY TEACHER (FY22 WAS GRANT)	\$67,364	\$40,761	60.51%	\$108,125
ELEMENTARY TEACHER	\$83,354	\$43,321	51.97%	\$126,675
ELEMENTARY TEACHER	\$78,591	\$42,558	54.15%	\$121,149
PHYSICAL EDUCATION	\$85,485	\$43,662	51.08%	\$129,147
JUNIOR HIGH SOCIAL STUDIES	\$78,734	\$42,581	54.08%	\$121,315
JUNIOR HIGH SCIENCE	\$65,090	\$40,397	62.06%	\$105,487
JUNIOR HIGH MATH	\$83,210	\$43,298	52.03%	\$126,508
ELL/LIFE (50% ELL, 40% REAP, 10% REG ED)	\$6,269	\$4,001	63.82%	\$10,271
JUNIOR HIGH ENGLISH	\$65,019	\$40,386	62.11%	\$105,405
HIGH SCHOOL SOCIAL STUDIES	\$67,151	\$40,727	60.65%	\$107,878
HIGH SCHOOL SCIENCE	\$92,449	\$44,777	48.43%	\$137,226
HIGH SCHOOL MATH	\$76,460	\$42,217	55.21%	\$118,677
HIGH SCHOOL ENGLISH	\$60,329	\$39,635	65.70%	\$99,964
MUSIC	\$76,531	\$42,229	55.18%	\$118,760
FOREIGN LANGUAGE	\$78,663	\$42,570	54.12%	\$121,233
TEACHING ON PREP, OTHER ADDED DUTY	\$88,800	\$14,217	16.01%	\$103,017
SUMMER SCHOOL (pd. By Title I)	\$0	\$0		\$0
REDUCE ONE POSITION WITH ATTRITION	(\$77,756.01)	(\$42,425)	54.56%	-\$120,181
TOTAL	\$1,866,144	\$991,215	53.12%	\$2,857,360
AIDES - 7 HRS PER DAY, 190 DAYS PER SCHOOL YEAR				
ELEMENTARY AIDE	\$34,660	\$40,946	118.14%	\$75,606
ELEMENTARY AIDE	\$34,660	\$40,946	118.14%	\$75,606
JH/HIGH SCHOOL AIDE (50% SPED, 50% REG)	\$14,018	\$19,425	138.57%	\$33,443
TOTAL	\$83,338	\$101,316	121.57%	\$184,654
SUBSTITUTES - \$200PER DAY	\$62,400	\$6,022	9.65%	\$68,422
26 TEACHERS @ 12 DAYS PER YEAR				

FUNCTION 120 BILINGUAL/BICULTURAL EDUCATION

ACCT #	DESCRIPTION	FY 19 ACTUAL	FY 20 ACTUAL	FY 21 ACTUAL	FY 22 REV. BUD.	FY 23 PROPOSED	CHANGE	% CHG
120-315	TEACHERS	\$43,882	\$70,358	\$31,055	\$32,160	\$36,474	\$4,314	13.41%
120-316	STIPENDS	\$2,190	\$2,400	\$840	\$2,400	\$2,400	\$0	0.00%
120-323	AIDES	\$58,554	\$63,084	\$64,178	\$67,341	\$71,720	\$4,379	6.50%
120-329	SUBSTITUTES	\$3,778	\$919	\$990	\$10,000	\$2,400	(\$7,600)	-76.00%
120-350	BENEFITS	\$82,976	\$78,387	\$65,182	\$92,479	\$102,951	\$10,472	11.32%
120-410	PROFESSIONAL SERVICES	\$2,500	\$0	\$1,200	\$0	\$0	\$0	#DIV/0!
120-420	TRAVEL	\$2,500	\$0	\$0	\$1,500	\$1,500	\$0	0.00%
120-424	STUDENT TRAVEL	\$20,406	\$0	\$0	\$25,000	\$25,000	\$0	0.00%
120-450	SUPPLIES	\$2,562	\$446	\$4,623	\$5,000	\$4,250	(\$750)	-15.00%
120-510	EQUIPMENT	\$0	\$0	\$0	\$0	\$0	\$0	#DIV/0!

TOTALS FUNCTION 120		\$219,348	\$215,593	\$168,068	\$235,880	\$246,694	\$10,814	4.58%
% OF FUND 100 EXPENDITURES		2.76%	2.90%	1.91%	2.99%	3.07%		

TEACHERS	SALARY	BENEFITS	PERCENT TOTAL SALARY AND BENEFITS
ELL/LIFE (50% ELL, 40% REAP, 10% REG ED)	\$32,474	\$20,187	62.16%
STATE OF AK ESL ENDORSEMENT	\$3,000	\$480	16.01%
UNANGAN PROGRAM COORDINATOR	\$1,000	\$160	16.01%
TOTAL	\$36,474	\$20,827	57.10%

AIDES, 7 HRS/DAY, 190 DAYS/YEAR	SALARY	BENEFITS	PERCENT TOTAL SALARY AND BENEFITS
ESL AIDE - ELEMENTARY	\$34,660	\$40,946	118.14%
ESL AIDE - HIGH SCHOOL	\$34,660	\$40,946	118.14%
TOTAL	\$69,320	\$81,892	118.14%

SUBSTITUTES - \$200PER DAY 1 TEACHERS @ 12 DAYS PER YEAR	\$2,400	\$232	9.65%	\$2,632
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FUNCTION 160 VOCATIONAL EDUCATION

ACCT #	DESCRIPTION	FY 19 ACTUAL	FY 20 ACTUAL	FY 21 ACTUAL	FY 22 REV. BUD.	FY 23 PROPOSED	CHANGE	% CHG
160-315	TEACHERS	\$122,920	\$93,039	\$114,956	\$105,265	\$115,348	\$10,083	9.58%
160-316	STIPENDS	\$0	\$1,000	\$0	\$1,000	\$1,000	\$0	0.00%
160-323	CLASSIFIED EMPLOYEES	\$0	\$1,500	\$0	\$0	\$0	\$0	#DIV/0!
160-329	SUBSTITUTES	\$28,628	\$125	\$125	\$4,800	\$4,800	\$0	0.00%
160-350	BENEFITS	\$64,636	\$54,022	\$66,030	\$50,953	\$73,882	\$22,929	45.00%
160-410	PROFESSIONAL SERVICES	\$0	\$0	\$0	\$2,500	\$2,500	\$0	0.00%
160-420	TRAVEL	\$1,913	\$2,730	\$0	\$2,500	\$2,500	\$0	0.00%
160-450	SUPPLIES	\$18,227	\$18,386	\$15,486	\$30,000	\$25,500	(\$4,500)	-15.00%
160-510	EQUIPMENT	\$0	\$0	\$0	\$15,000	\$5,000	(\$10,000)	-66.67%
TOTALS FUNCTION 160		\$236,324	\$170,801	\$196,597	\$212,018	\$230,530	\$18,512	8.73%
% OF FUND 100 EXPENDITURES		2.98%	2.30%	2.23%	2.68%	2.87%		
TEACHERS		SALARY	BENEFITS	PERCENT TOTAL SALARY AND BENEFITS				
BUSINESS (Minus \$15,000 paid by Carl Perkins)		\$55,019	\$33,785	61.41%	\$88,804			
SHOP		\$60,329	\$39,635	65.70%	\$99,964			
TOTAL		\$115,348	\$73,419	63.65%	\$188,767			
SUBSTITUTES - \$200 PER DAY 2 TEACHERS @ 12 DAYS PER YEAR		\$4,800	\$463	9.65%				

FUNCTION 200 SPECIAL EDUCATION

ACCT #	DESCRIPTION	FY 19 ACTUAL	FY 20 ACTUAL	FY 21 ACTUAL	FY 22 REV. BUD.	FY 23 PROPOSED	CHANGE	% CHG
200-315	TEACHERS	\$179,003	\$185,022	\$153,173	\$154,045	\$157,468	\$3,423	2.22%
200-323	AIDES	\$110,428	\$43,568	\$5,416	\$62,471	\$93,572	\$31,101	49.78%
200-329	SUBSTITUTES	\$10,866	\$9,764	\$213	\$4,856	\$4,800	(\$56)	-1.15%
200-350	BENEFITS	\$235,329	\$140,689	\$106,260	\$145,420	\$205,169	\$59,749	41.09%
200-410	PROFESSIONAL SERVICES	\$405	\$9,272	\$30,242	\$15,000	\$15,000	\$0	0.00%
200-420	TRAVEL	\$755	\$3,880	\$0	\$6,000	\$6,000	\$0	0.00%
200-450	SUPPLIES	\$7,532	\$4,646	\$7,272	\$5,000	\$4,250	(\$750)	-15.00%
200-474	TECHNOLOGY SUPPLIES	\$0	\$1,923	\$0	\$0	\$0	\$0	#DIV/0!
200-490	OTHER EXPENSES	\$0	\$0	\$0	\$1,000	\$1,000	\$0	0.00%
200-510	EQUIPMENT	\$0	\$0	\$6,157	\$0	\$0	\$0	#DIV/0!
TOTALS FUNCTION 200		\$544,318	\$398,763	\$308,733	\$393,792	\$487,260	\$93,468	23.74%
% OF FUND 100 EXPENDITURES		6.86%	5.36%	3.50%	4.99%	6.06%		
TEACHERS (includes extra duty)		SALARY	BENEFITS	PERCENT TOTAL SALARY AND BENEFITS				
ELEMENTARY SPECIAL EDUCATION		\$78,663	\$42,570	54.12%	\$121,233			
SECONDARY SPECIAL EDUCATION		\$78,805	\$42,593	54.05%	\$121,398			
TOTAL		\$157,468	\$85,163	54.08%	\$242,631			
AIDES		SALARY	BENEFITS	PERCENT TOTAL SALARY AND BENEFITS				
ELEMENTARY SCHOOL AIDE (PAID BY VIB)		\$0	\$0	#DIV/0!	\$0			
ELEMENTARY SCHOOL AIDE		\$31,907	\$40,074	125.60%	\$71,981			
ELEMENTARY SCHOOL AIDE		\$31,042	\$39,801	128.22%	\$70,843			
JH/HIGH SCHOOL AIDE (50% SPED, 50% REG)		\$15,020	\$19,742	131.44%	\$34,761			
JH/HIGH SCHOOL AIDE (50% PAID BY VIB)		\$15,604	\$19,927	127.70%	\$35,530			
JH/HIGH SCHOOL AIDE (PAID BY VIB)		\$0	\$0	#DIV/0!	\$0			
TOTAL		\$93,572	\$119,544	127.76%	\$213,116			
SUBSTITUTES - \$200 PER DAY 2 TEACHERS @ 12 DAYS PER YEAR		\$4,800	\$463	9.65%	\$5,263			

FUNCTION 220 - SPECIAL EDUCATION - SERVICES

ACCT #	DESCRIPTION	FY 19 ACTUAL	FY 20 ACTUAL	FY 21 ACTUAL	FY 22 REV. BUD.	FY 23 PROPOSED	CHANGE	% CHG
220-314	COORDINATOR	\$46,272	\$46,960	\$50,375	\$68,557	\$55,864	(\$12,693)	-18.52%
220-350	BENEFITS	\$25,633	\$25,807	\$28,196	\$9,746	\$26,929	\$17,183	176.31%
220-410	PROFESSIONAL SERVICES	\$2,850	\$2,250	\$1,192	\$20,000	\$20,000	\$0	0.00%
220-433	PHONE/FAX/INTERNET	\$0	\$0	\$0	\$0	\$0	\$0	#DIV/0!
220-510	EQUIPMENT	\$0	\$0	\$0	\$0	\$0	\$0	#DIV/0!
TOTALS FUNCTION 220		\$74,755	\$75,017	\$79,763	\$98,303	\$102,793	\$4,490	4.57%
% OF FUND 100 EXPENDITURES		0.94%	1.01%	0.90%	1.24%	1.28%		

FUNCTION 300 SUPPORT SERVICES - STUDENTS

ACCT #	DESCRIPTION	FY 19 ACTUAL	FY 20 ACTUAL	FY 21 ACTUAL	FY 22 REV. BUD.	FY 23 PROPOSED	CHANGE	% CHG
300-315	TEACHERS	\$92,409	\$93,693	\$100,639	\$98,690	\$98,690	\$0	0.00%
300-323	AIDES	\$21,153	\$19,656	\$20,939	\$23,572	\$24,660	\$1,088	4.61%
300-350	BENEFITS	\$90,907	\$84,122	\$89,647	\$69,461	\$75,557	\$6,096	8.78%
300-410	PROFESSIONAL SERVICES	\$1,476	\$0	\$936	\$0	\$0	\$0	#DIV/0!
300-420	TRAVEL	\$0	\$0	\$0	\$0	\$0	\$0	#DIV/0!
300-450	SUPPLIES	\$7,808	\$13,227	\$8,651	\$10,000	\$8,500	(\$1,500)	-15.00%
300-474	TECHNOLOGY	\$600	\$0	\$0	\$0	\$0	\$0	#DIV/0!
300-511	TECHNOLOGY EQUIPMENT	\$0	\$0	\$0	\$0	\$0	\$0	#DIV/0!
TOTALS FUNCTION 300		\$214,353	\$210,698	\$220,812	\$201,723	\$207,407	\$5,684	2.57%
% OF FUND 100 EXPENDITURES		2.70%	2.83%	2.50%	2.55%	2.58%		

TEACHERS

	SALARY	BENEFITS	PERCENT TOTAL SALARY AND BENEFITS	
COUNSELOR (plus Extra Duty for 2 weeks)	\$98,690	\$45,776	46.38%	\$144,466
TOTAL	\$98,690	\$45,776	46.38%	\$144,466
COUNSELING AIDE (\$18,000 pd. by Indian Ed)	\$24,660	\$29,781	120.77%	\$54,441

FUNCTION 350 SUPPORT SERVICES - INSTRUCTION

ACCT #	DESCRIPTION	FY 19 ACTUAL	FY 20 ACTUAL	FY 21 ACTUAL	FY 22 REV. BUD.	FY 23 PROPOSED	CHANGE	% CHG
350-315	TEACHERS	\$0	\$0	\$0	\$0	\$0	\$0	#DIV/0!
350-322	NURSE	\$3,686	\$1,755	\$0	\$0	\$0	\$0	#DIV/0!
350-323	LIBRARY AIDE	\$52,826	\$53,489	\$56,209	\$55,642	\$55,642	\$0	0.00%
350-324	IT SUPPORT STAFF	\$68,035	\$64,413	\$64,037	\$93,887	\$123,204	\$29,317	31.23%
350-329	SUBS	\$419	\$797	\$173	\$1,158	\$1,158	\$0	0.04%
350-350	BENEFITS	\$93,184	\$91,081	\$94,644	\$106,172	\$146,533	\$40,361	38.01%
350-410	PROFESSIONAL SERVICES	\$80,626	\$72,700	\$72,814	\$80,000	\$10,000	(\$70,000)	-87.50%
350-420	TRAVEL	\$4,049	\$1,106	\$1,088	\$3,000	\$3,000	\$0	0.00%
350-433	COMMUNICATIONS	\$0	\$0	\$433,573	\$449,000	\$279,000	(\$170,000)	-37.86%
350-450	SUPPLIES	\$31,913	\$36,856	\$44,182	\$35,000	\$29,750	(\$5,250)	-15.00%
350-474	TECHNOLOGY SUPPLIES	\$11,554	\$23,987	\$13,922	\$15,000	\$12,750	(\$2,250)	-15.00%
350-510	EQUIPMENT	\$2,855	\$6,566	\$40,279	\$5,000	\$4,250	(\$750)	-15.00%

TOTALS FUNCTION 350	\$349,147	\$352,749	\$820,921	\$843,859	\$665,287	(\$178,572)	-21.16%
% OF FUND 100 EXPENDITURES	4.40%	4.74%	9.31%	10.68%	8.28%		

SUPPORT STAFF	SALARY	BENEFITS	PERCENT TOTAL SALARY AND BENEFITS	
TECHNOLOGY COORDINATOR	\$66,722	\$51,094	76.58%	\$117,816
INFORMATION TECHNOLOGY SPECIALIST	\$56,481	\$47,852	84.72%	\$104,334
SCHOOL NURSE	\$0	\$0		\$0
LIBRARY AIDE - 8 HOURS PER DAY	\$55,642	\$47,587	85.52%	\$103,229
TOTAL	\$178,846	\$146,533	81.93%	\$325,378

FUNCTION 400 SCHOOL ADMINISTRATION

ACCT #	DESCRIPTION	FY 19 ACTUAL	FY 20 ACTUAL	FY 21 ACTUAL	FY 22 REV. BUD.	FY 23 PROPOSED	CHANGE	% CHG
400-313	PRINCIPALS	\$102,243	\$108,373	\$117,625	\$152,854	\$154,066	\$1,212	0.79%
400-350	BENEFITS	\$57,117	\$58,526	\$65,212	\$41,858	\$72,705	\$30,847	73.70%
400-410	PROFESSIONAL SERVICES	\$0	\$0	\$0	\$0	\$0	\$0	#DIV/0!
400-420	TRAVEL	\$9,251	\$5,314	\$3,000	\$10,000	\$10,000	\$0	0.00%
400-450	SUPPLIES	\$134	\$517	\$309	\$4,000	\$3,400	(\$600)	-15.00%
400-474	TECHNOLOGY SUPPLIES	\$0	\$0	\$120	\$0	\$0	\$0	#DIV/0!
400-510	EQUIPMENT	\$0	\$0	\$0	\$0	\$0	\$0	#DIV/0!
400-490	OTHER EXPENSE	\$1,100	\$600	\$1,214	\$1,500	\$1,500	\$0	0.00%
TOTALS FUNCTION 400		\$169,845	\$173,330	\$187,480	\$210,212	\$241,671	\$31,459	14.97%
% OF FUND 100 EXPENDITURES		2.14%	2.33%	2.13%	2.66%	3.01%		

ADMINISTRATION

	SALARY	BENEFITS	PERCENT TOTAL SALARY AND BENEFITS	
HIGH SCHOOL PRINCIPAL 53%	\$57,261	\$25,181	43.98%	\$82,442
ELEMENTARY PRINCIPAL 53%	\$50,317	\$24,069	47.83%	\$74,385
ASSISTANT PRINCIPAL 53%	\$46,488	\$23,456	50.46%	\$69,944
TOTAL	\$154,066	\$72,705	47.19%	\$226,771

FUNCTION 450 SCHOOL ADMINISTRATION - SUPPORT SERVICES

ACCT #	DESCRIPTION	FY 19 ACTUAL	FY 20 ACTUAL	FY 21 ACTUAL	FY 22 REV. BUD.	FY 23 PROPOSED	CHANGE	% CHG
450-324	SUPPORT STAFF	\$138,820	\$130,903	\$153,248	\$139,788	\$131,571	(\$8,217)	-5.88%
450-329	SUBS	\$0	\$6,832	\$102	\$3,475	\$3,475	\$0	0.00%
450-350	BENEFITS	\$117,389	\$107,050	\$124,458	\$115,369	\$118,081	\$2,712	2.35%
450-450	SUPPLIES	\$10,225	\$7,714	\$4,754	\$3,000	\$2,550	(\$450)	-15.00%
450-420	TRAVEL	\$0	\$766	\$0	\$0	\$0	\$0	#DIV/0!
450-474	TECHNOLOGY SUPPLIES	\$0	\$0	\$229	\$0	\$0	\$0	#DIV/0!
TOTALS FUNCTION 450		\$266,434	\$253,265	\$282,791	\$261,632	\$255,678	(\$5,954)	-2.28%
% OF FUND 100 EXPENDITURES		3.36%	3.41%	3.21%	3.31%	3.18%		

SUPPORT STAFF	SALARY	BENEFITS	PERCENT TOTAL SALARY AND BENEFITS	
SCHOOL REGISTRAR	\$49,742	\$42,722	85.89%	\$92,464
- 8 HOURS PER DAY (10% in food service)				
OFFICE CLERK - JH/HS	\$37,195	\$34,254	92.09%	\$71,449
- 8 HOURS PER DAY (25% in food service)				
OFFICE CLERK - ELEMENTARY	\$44,634	\$41,105	92.09%	\$85,739
- 8 HOURS PER DAY (10% in preschool)				
TOTAL	\$131,571	\$118,081	89.75%	\$249,653

FUNCTION 510 DISTRICT ADMINISTRATION

ACCT #	DESCRIPTION	FY 19 ACTUAL	FY 20 ACTUAL	FY 21 ACTUAL	FY 22 REV. BUD.	FY 23 PROPOSED	CHANGE	% CHG
510-311	SUPERINTENDENT	\$135,010	\$145,367	\$182,765	\$124,900	\$127,300	\$2,400	1.92%
510-324	SUPPORT STAFF	\$55,070	\$46,850	\$49,444	\$64,821	\$62,118	(\$2,703)	-4.17%
510-350	BENEFITS	\$117,047	\$101,014	\$130,004	\$102,806	\$99,993	(\$2,813)	-2.74%
510-410	PROFESSIONAL	\$26,146	\$7,367	\$22,057	\$30,000	\$15,000	(\$15,000)	-50.00%
510-420	TRAVEL	\$19,904	\$15,347	\$15,000	\$25,000	\$20,000	(\$5,000)	-20.00%
510-440	OTHER PURCHASED SERVICES	\$1,075	\$50	\$1,000	\$1,500	\$1,500	\$0	0.00%
510-450	SUPPLIES	\$16,123	\$16,487	\$18,219	\$16,000	\$13,600	(\$2,400)	-15.00%
510-474	TECHNOLOGY SUPPLIES	\$0	\$0	\$0	\$1,000	\$850	(\$150)	-15.00%
510-510	EQUIPMENT	\$0	\$0	\$4,402	\$1,500	\$1,275	(\$225)	-15.00%
510-511	TECHNOLOGY EQUIPMENT	\$0	\$0	\$3,086	\$0	\$0	\$0	#DIV/0!
510-490	OTHER EXPENSE	\$8,388	\$9,195	\$7,320	\$10,000	\$10,000	\$0	0.00%

TOTALS FUNCTION 510	\$378,763	\$341,678	\$433,297	\$377,527	\$351,637	(\$25,890)	-6.86%
% OF FUND 100 EXPENDITURES	4.77%	4.60%	4.91%	4.78%	4.38%		

	SALARY	BENEFITS	PERCENT TOTAL SALARY AND BENEFITS	
SUPERINTENDENT	\$127,300	\$50,357	39.56%	\$177,657
SUPPORT STAFF	SALARY	BENEFITS	PERCENT TOTAL SALARY AND BENEFITS	
ADMINISTRATIVE ASSISTANT	\$62,118	\$49,636	79.91%	\$111,755

FUNCTION 511 BOARD OF EDUCATION

ACCT #	DESCRIPTION	FY 19 ACTUAL	FY 20 ACTUAL	FY 21 ACTUAL	FY 22 REV. BUD.	FY 23 PROPOSED	CHANGE	% CHG
511-410	PROFESSIONAL	\$7,513	\$3,340	\$3,315	\$10,000	\$10,000	\$0	0.00%
511-420	TRAVEL	\$9,397	\$5,565	\$0	\$15,000	\$15,000	\$0	0.00%
511-440	OTHER PURCHASED SERVICES	\$0	\$0	\$0	\$0	\$0	\$0	#DIV/0!
511-450	SUPPLIES	\$783	\$855	\$720	\$2,000	\$1,700	(\$300)	-15.00%
511-474	TECHNOLOGY SUPPLIES	\$0	\$0	\$0	\$500	\$425	(\$75)	-15.00%
511-510	EQUIPMENT	\$0	\$0	\$0	\$0	\$0	\$0	#DIV/0!
511-490	OTHER EXPENSE	\$11,678	\$12,673	\$14,187	\$13,000	\$13,000	\$0	0.00%
TOTALS FUNCTION 511		\$29,371	\$22,433	\$18,222	\$40,500	\$40,125	(\$375)	-0.93%
% OF FUND 100 EXPENDITURES		0.37%	0.30%	0.21%	0.51%	0.50%		

FUNCTION 550 DISTRICT ADMINISTRATION SUPPORT SERVICES

ACCT #	DESCRIPTION	FY 19 ACTUAL	FY 20 ACTUAL	FY 21 ACTUAL	FY 22 REV. BUD.	FY 23 PROPOSED	CHANGE	% CHG
550-314	COORDINATOR	\$0	\$0	\$0	\$0	\$0	\$0	#DIV/0!
550-321	COORDINATOR	\$69,831	\$73,250	\$78,924	\$80,981	\$80,000	(\$981)	-1.21%
550-324	SUPPORT STAFF	\$53,912	\$50,960	\$53,301	\$56,971	\$56,971	\$0	0.00%
550-350	BENEFITS	\$96,873	\$94,120	\$100,089	\$107,998	\$103,303	(\$4,695)	-4.35%
550-410	PROFESSIONAL	\$35,515	\$34,151	\$41,920	\$60,000	\$45,000	(\$15,000)	-25.00%
550-445	INSURANCE	\$14,593	\$28,484	\$37,055	\$54,000	\$57,780	\$3,780	7.00%
550-420	TRAVEL	\$2,848	\$2,583	\$0	\$0	\$2,500	\$2,500	#DIV/0!
550-440	OTHER PURCHASED SERVICES	\$2,629	\$1,144	\$475	\$1,000	\$1,000	\$0	0.00%
550-450	SUPPLIES	\$3,252	\$3,494	\$12,030	\$2,000	\$1,700	(\$300)	-15.00%
550-474	TECHNOLOGY SUPPLIES	\$0	\$1,515	\$0	\$2,000	\$1,700	(\$300)	-15.00%
550-510	EQUIPMENT	\$0	\$1,478	\$5,651	\$0	\$0	\$0	#DIV/0!
550-490	OTHER EXPENSE	\$6,683	\$6,797	\$6,831	\$10,000	\$10,000	\$0	0.00%
TOTALS FUNCTION 550		\$286,136	\$297,975	\$336,276	\$374,950	\$359,955	(\$14,995)	-4.00%
% OF FUND 100 EXPENDITURES		3.60%	4.01%	3.81%	4.75%	4.48%		
SUPPORT STAFF		SALARY	BENEFITS	PERCENT TOTAL SALARY AND BENEFITS				
BUSINESS MANAGER		\$80,000	\$55,296	69.12%	\$135,296			
ACCOUNTS PAYABLE CLERK, 3/4 time		\$56,971	\$48,007	84.27%	\$104,979			
TOTAL		\$136,971	\$103,303	75.42%	\$240,275			

FUNCTION 600 MAINTENANCE

ACCT #	DESCRIPTION	FY 19 ACTUAL	FY 20 ACTUAL	FY 21 ACTUAL	FY 22 REV. BUD.	FY 23 PROPOSED	CHANGE	% CHG
600-324	MAINTENANCE	\$97,863	\$76,314	\$66,821	\$88,105	\$79,065	(\$9,040)	-10.26%
600-325	CUSTODIANS	\$108,668	\$110,305	\$129,330	\$120,118	\$139,021	\$18,903	15.74%
600-350	BENEFITS	\$152,620	\$136,449	\$141,186	\$155,843	\$158,952	\$3,109	2.00%
600-445	INSURANCE	\$34,526	\$37,311	\$49,673	\$34,045	\$36,428	\$2,383	7.00%
600-410	PROFESSIONAL SERVICES	\$1,846	\$2,588	\$70	\$1,500	\$1,500	\$0	0.00%
600-420	TRAVEL	\$0	\$1,332	\$0	\$2,500	\$1,000	(\$1,500)	-60.00%
600-430	UTILITIES	\$43,244	\$35,028	\$34,380	\$48,000	\$48,000	\$0	0.00%
600-435	ENERGY	\$344,705	\$298,667	\$273,292	\$300,000	\$350,000	\$50,000	16.67%
600-433	INTERNET/TELEPHONE/FAX	\$274,690	\$297,114	\$48,606	\$97,000	\$52,000	(\$45,000)	-46.39%
600-434	POSTAGE	\$12,193	\$7,876	\$7,335	\$8,000	\$8,000	\$0	0.00%
600-440	OTHER PURCHASED SERVICES	\$16,501	\$22,223	\$19,600	\$15,000	\$15,000	\$0	0.00%
600-450	SUPPLIES	\$77,060	\$43,044	\$51,490	\$50,500	\$42,925	(\$7,575)	-15.00%
600-512	BUILDINGS	\$43,346	\$720	\$1,184	\$5,000	\$4,250	(\$750)	-15.00%
600-510	EQUIPMENT	\$8,961	\$2,232	\$1,655	\$13,000	\$2,000	-\$11,000	-84.62%

TOTALS FUNCTION 600	\$1,216,223	\$1,071,204	\$824,622	\$938,611	\$938,142	(\$469)	-0.05%
% OF FUND 100 EXPENDITURES	15.32%	14.41%	9.35%	11.88%	11.68%		

MAINTENANCE	SALARY	BENEFITS	PERCENT TOTAL SALARY AND BENEFITS
MAINTENANCE WORKER I (4hrs/week OT) -60%	\$44,635	\$32,112	71.95%
MAINTENANCE WORKER I (4hrs/week OT) -60%	\$34,430	\$28,883	83.89%
TOTAL	\$79,065	\$60,995	77.15%

CUSTODIANS	SALARY	BENEFITS	PERCENT TOTAL SALARY AND BENEFITS
CUSTODIAN (1.5 FTE) - 60%	\$54,040	\$35,089	64.93%
CUSTODIAN (1.5 FTE) - 60%	\$53,162	\$34,811	65.48%
CUSTODIAN - 60%	\$31,819	\$28,056	88.17%
TOTAL	\$139,021	\$97,957	70.46%

FUNCTION 700 PUPIL ACTIVITIES

ACCT #	DESCRIPTION	FY 19 ACTUAL	FY 20 ACTUAL	FY 21 ACTUAL	FY 22 REV. BUD.	FY 23 PROPOSED	CHANGE	% CHG
700-314	COORDINATOR	\$9,681	\$9,663	\$10,453	\$10,031	\$18,531	\$8,500	84.74%
700-316	CERTIFIED STIPENDS	\$17,005	\$18,800	\$9,270	\$18,000	\$18,000	\$0	0.00%
700-324	NON-CERTIFIED STIPENDS	\$11,460	\$10,790	\$4,930	\$13,500	\$13,500	\$0	0.00%
700-350	BENEFITS	\$18,302	\$17,856	\$12,946	\$18,639	\$23,326	\$4,687	25.14%
700-410	PROFESSIONAL SERVICES	\$0	\$0	\$0	\$2,000	\$2,000	\$0	0.00%
700-420	TRAVEL	\$6,983	\$2,376	\$848	\$0	\$4,000	\$4,000	#DIV/0!
700-424	STUDENT TRAVEL	\$290,018	\$314,354	\$1,148	\$310,000	\$310,000	\$0	0.00%
700-450	SUPPLIES	\$15,762	\$5,650	\$6,348	\$15,000	\$12,750	(\$2,250)	-15.00%
700-510	EQUIPMENT	\$0	\$0	\$0	\$0	\$0	\$0	#DIV/0!
700-490	OTHER EXPENSE	\$4,450	\$4,035	\$3,993	\$3,000	\$3,000	\$0	0.00%
TOTALS FUNCTION 700		\$373,661	\$383,523	\$49,936	\$390,170	\$405,107	\$14,937	3.83%
% OF FUND 100 EXPENDITURES		4.71%	5.16%	0.57%	4.94%	5.04%		

FUNCTION 780 COMMUNITY SUPPORT

	FY 19 ACTUAL	FY 20 ACTUAL	FY 21 ACTUAL	FY 22 REV. BUD.	FY 23 PROPOSED	CHANGE	
780-350 BENEFITS (ON-BEHALF TRS/PERS)	\$24,045	\$32,794	\$36,279	\$0	\$0	\$0	#DIV/0!
780-420 TRAVEL (CHARTERS)	\$0	\$36,128	\$0	\$0	\$0	\$0	#DIV/0!
TOTALS FUNCTION 780	\$24,045	\$68,922	\$36,279	\$0	\$0	\$0	#DIV/0!
% OF FUND 100 EXPENDITURES	0.30%	0.93%	0.41%	0.00%	0.00%		

FUNCTION 900 NON-PROGRAMMED CHARGES

	FY 19 ACTUAL	FY 20 ACTUAL	FY 21 ACTUAL	FY 22 REV. BUD.	FY 23 PROPOSED	CHANGE	% CHG
TRANSFER TO CAPITAL FUNDS	\$0	\$0	\$887,661	\$0	\$0	\$0	#DIV/0!
<i>TRANSFER TO COMMUNITY ENGAGEMENT F</i>	\$10,000	\$10,000	\$0	\$0	\$0	\$0	#DIV/0!
TRANS. TO MISC. MINI GRANTS	\$1,898	\$0	\$0	\$0	\$0	\$0	#DIV/0!
TOTALS FUNCTION 900	\$11,898	\$10,000	\$887,661	\$0	\$0	\$0	#DIV/0!
	0.15%	0.13%	10.07%	0.00%	0.00%		

	FY 19 ACTUAL	FY 20 ACTUAL	FY 21 ACTUAL	FY 22 REV. BUD.	FY 23 PROPOSED	CHANGE	% CHG
TOTAL EXPENDITURES FUND 100	\$7,939,585	\$7,434,705	\$8,817,801	\$7,898,147	\$8,034,370	\$136,223	1.72%

FUND 100 REVENUES

		\$19,985	\$20,218	\$20,670	\$21,985	\$22,621		
		421	412.25	386.9	354.5	345		
		FY 19	FY 20	FY 21	FY 22	FY 23		
ACCT #	DESCRIPTION	ACTUAL	ACTUAL	ACTUAL	REV. BUD.	PROPOSED	CHANGE	% CHG
011	CITY APPROPRIATION	\$3,079,911	\$3,223,265	\$3,237,476	\$3,666,376	\$3,994,910	\$328,534	8.96%
046	RENTAL INCOME	\$10,350	\$10,350	\$10,350	\$10,350	\$10,350	\$0	0.00%
025	INTEREST INCOME	\$5,151	\$4,835	\$542	\$5,000	\$5,000	\$0	0.00%
047	E-RATE REVENUE	\$198,075	\$157,299	\$255,960	\$255,960	\$255,960	\$0	0.00%
040	OTHER LOCAL REVENUE	\$26,131	\$2,543	\$17,124	\$20,000	\$20,000	\$0	0.00%
050	BROADBAND ASSISTANCE GRANT	\$50,830	\$166,957	\$148,557	\$0	\$0	\$0	#DIV/0!
051	FOUNDATION PROGRAM	\$4,488,929	\$4,140,173	\$3,716,382	\$3,809,641	\$3,477,686	(\$331,955)	-8.71%
056	TRS/PERS ON-BEHALF	\$516,202	\$571,750	\$582,761	\$0	\$0	\$0	#DIV/0!
043	STUDENT SPORTS FEES	\$4,750	\$4,600	\$0	\$0	\$5,000	\$5,000	#DIV/0!
044	LAB, SHOP, TEXTBOOK FEES	\$2,840	\$3,245	\$330	\$0	\$5,000	\$5,000	#DIV/0!
045	GATE RECEIPTS	\$0	\$886	\$0	\$0	\$3,500	\$3,500	#DIV/0!
048	CHARTER REVENUE	\$0	\$17,998	\$0	\$0	\$0	\$0	#DIV/0!
097	DIVIDEND RAFFLE FUND	\$0	\$1,890	\$1,749	\$1,500	\$1,700	\$200	13.33%
110	IMPACT AID	\$30,418	\$29,099	\$26,173	\$25,000	\$25,000	\$0	0.00%
TOTALS REVENUES FUND 100		\$8,413,587	\$8,334,889	\$7,997,404	\$7,793,827	\$7,804,106	\$10,279	0.13%
		\$474,002	\$900,183	(\$820,397)	(\$104,322)	(\$230,264)		
		67.52%	67.64%	75.01%	69.82%	70.74%		

FUND 215 COMMUNITY SCHOOLS

BEGINNING FUND BALANCE:		\$161,826	\$38,994	\$86,179	\$131,141	\$42,885		
ACCT #	DESCRIPTION	FY 19 ACTUAL	FY 20 ACTUAL	FY 21 ACTUAL	FY 22 REV. BUD.	FY 23 PROPOSED	CHANGE	% CHG
780-314	COMMUNITY SCHOOL COORDINATOR	\$31,947	\$32,326	\$34,729	\$53,578	\$47,484	(\$6,094)	-11.37%
780-324	MAINTENANCE STAFF	\$66,648	\$49,959	\$41,477	\$58,736	\$52,710	(\$6,026)	-10.26%
780-325	CUSTODIANS	\$88,622	\$90,536	\$111,448	\$80,079	\$92,681	\$12,602	15.74%
780-326	COMMUNITY SCHOOL EMPLOYEE	\$0	\$0	\$0	\$0	\$0	\$0	#DIV/0!
780-350	BENEFITS	\$111,555	\$104,140	\$89,833	\$108,342	\$128,858	\$20,516	18.94%
780-410	PROFESSIONAL SERVICES	\$0	\$1,725	\$0	\$1,000	\$0	(\$1,000)	-100.00%
780-430	UTILITIES	\$28,757	\$23,351	\$22,964	\$32,000	\$32,000	\$0	0.00%
780-435	ENERGY	\$229,959	\$199,110	\$182,215	\$200,000	\$233,333	\$33,333	16.67%
780-440	OTHER PURCHASED SERVICES	\$12,100	\$14,815	\$13,067	\$10,000	\$10,000	\$0	0.00%
780-445	INSURANCE BOND AND PREMIUMS	\$32,746	\$41,066	\$54,659	\$55,000	\$62,805	\$7,805	14.19%
780-450	SUPPLIES	\$46,573	\$23,070	\$29,040	\$33,667	\$28,617	(\$5,050)	-15.00%
780-510	EQUIPMENT	\$27,866	\$928	\$1,559	\$8,667	\$1,333	(\$7,334)	-84.62%
780-512	BUILDINGS	\$5,974	\$480	\$845	\$40,000	\$2,833	(\$37,167)	-92.92%
TOTAL EXPENDITURES FUND 215		\$682,746	\$581,506	\$581,836	\$681,069	\$692,655	\$11,586	1.70%

FUND 215 COMMUNITY SCHOOLS REVENUES

ACCT #	DESCRIPTION	FY 19 ACTUAL	FY 20 ACTUAL	FY 21 ACTUAL	FY 22 REV. BUD.	FY 23 PROPOSED	CHANGE	% CHG
11	CITY APPROPRIATION	\$559,914	\$628,691	\$626,798	\$592,813	\$650,000	\$57,187	9.65%
549	TRANSFER FROM GENERAL FUND	\$0	\$0	\$0	\$0	\$0	\$0	#DIV/0!
40	OTHER LOCAL REVENUE	\$0	\$0	\$0	\$0	\$0	\$0	#DIV/0!
TOTAL REVENUES FUND 215		\$559,914	\$628,691	\$626,798	\$592,813	\$650,000	\$57,187	9.65%
ENDING FUND BALANCE:		\$38,994	\$86,179	\$131,141	\$42,885	\$230		

FUND 255 FOOD SERVICE EXPENDITURES

BEGINNING FUND BALANCE:		(\$98,177)	(\$50,237)	(\$13,618)	\$137,959	\$154,506		
ACCT #	DESCRIPTION	FY 19 ACTUAL	FY 20 ACTUAL	FY 21 ACTUAL	FY 22 REV. BUD.	FY 23 PROPOSED	CHANGE	% CHG
790-323	AIDES	\$12,709	\$10,680	\$11,009	\$16,098	\$16,098	\$0	0.00%
790-324	SUPPORT STAFF	\$131,381	\$127,676	\$137,157	\$151,334	\$151,334	\$0	0.00%
790-329	SUBSTITUTES	\$7,479	\$8,052	\$0	\$6,749	\$6,749	\$0	0.01%
790-350	BENEFITS	\$140,108	\$130,300	\$109,314	\$166,272	\$173,548	\$7,276	4.38%
790-410	PROFESSIONAL SERVICES	\$0	\$0	\$0	\$500	\$500	\$0	0.00%
790-420	TRAVEL	\$2,410	\$1,695	\$0	\$0	\$0	\$0	#DIV/0!
790-459	FOOD	\$123,678	\$127,865	\$134,206	\$136,500	\$136,500	\$0	0.00%
790-469	NON-FOOD	\$10,392	\$17,723	\$12,598	\$12,000	\$12,000	\$0	0.00%
790-510	EQUIPMENT	\$13,006	\$0	\$0	\$0	\$0	\$0	#DIV/0!
790-550	TRANS. FROM COMM. ENGAGEMENT	(\$1,392)	\$0	\$0	\$0	\$0	\$0	#DIV/0!
TOTAL EXPENDITURES FUND 255		\$439,772	\$423,991	\$404,284	\$489,453	\$496,730	\$7,277	1.49%

FUND 255 FOOD SERVICE REVENUES

ACCT #	DESCRIPTION	FY 19 ACTUAL	FY 20 ACTUAL	FY 21 ACTUAL	FY 22 REV. BUD.	FY 23 PROPOSED	CHANGE	% CHG
011	CITY APPROPRIATION	\$285,000	\$289,000	\$290,000	\$250,000	\$170,000	(\$80,000)	-32.00%
099	AK NUTRITIONAL FOODS GRANT	\$0	\$0	\$0	\$0	\$0	\$0	#DIV/0!
161	TYPE A MEAL REIMBURSEMENT	\$94,545	\$81,803	\$220,255	\$230,000	\$85,000.00	(\$145,000)	-63.04%
21	STUDENT MEAL SALES	\$85,779	\$73,586	\$24,087	\$5,000	\$70,000.00	\$65,000	1300.00%
22	ADULT LUNCH SALES	\$7,770	\$6,798	\$4,303	\$5,000	\$5,000.00	\$0	0.00%
162	USDA COMMODITIES	\$14,617	\$9,422	\$17,216	\$16,000	\$16,000	\$0	0.00%
TOTAL REVENUES FUND 255		\$487,711	\$460,610	\$555,861	\$506,000	\$346,000	(\$160,000)	-31.62%
ENDING FUND BALANCE:		(\$50,237)	(\$13,618)	\$137,959	\$154,506	\$3,776		

FUND 378 PRESCHOOL EXPENDITURES

BEGINNING FUND BALANCE:		\$1,726	\$36,141	\$54,221	\$45,444	\$21,578		
		FY 19	FY 20	FY 21	FY 22	FY 23		
ACCT #	DESCRIPTION	ACTUAL	ACTUAL	ACTUAL	REV. BUD.	PROPOSED	CHANGE	% CHG
780-314	PRINCIPAL	\$0	\$0	\$0	\$0	\$9,200	\$9,200	#DIV/0!
780-315	TEACHERS	\$89,007	\$94,724	\$95,449	\$103,709	\$96,949	(\$6,760)	-6.52%
780-323	AIDES	\$25,903	\$29,800	\$30,602	\$36,598	\$36,598	\$0	0.00%
780-325	CUSTODIANS	\$1,500	\$1,500	\$1,500	\$8,000	\$8,000	\$0	0.00%
780-324	OFFICE CLERK	\$96	\$1,429	\$5,015	\$4,959	\$4,959	\$0	0.00%
780-329	SUBSTITUTES	\$4,904	\$457	\$1,699	\$3,150	\$2,400	(\$750)	-23.81%
780-350	BENEFITS	\$69,332	\$69,054	\$59,810	\$90,450	\$98,813	\$8,363	9.25%
780-420	TRAVEL	\$0	\$0	\$0	\$0	\$0	\$0	#DIV/0!
780-410	SCHOLARSHIP FUND	\$7,500	\$5,086	\$2,562	\$7,500	\$7,500	\$0	0.00%
780-430	UTILITIES	\$5,000	\$5,000	\$0	\$1,400	\$1,400	\$0	0.00%
780-435	ENERGY	\$0	\$0	\$5,000	\$8,600	\$8,600	\$0	0.00%
780-450	SUPPLIES	\$2,488	\$2,749	\$3,007	\$3,500	\$2,975	(\$525)	-15.00%
780-510	EQUIPMENT	\$0	\$0	\$7,146	\$0	\$0	\$0	#DIV/0!
TOTAL EXPENDITURES FUND 378		\$205,730	\$209,800	\$211,790	\$267,866	\$268,195	\$329	0.16%

FUND 378 PRESCHOOL REVENUES

ACCT #	DESCRIPTION	FY 19	FY 20	FY 21	FY 22	FY 23	CHANGE	% CHG
		ACTUAL	ACTUAL	ACTUAL	REV. BUD.	PROPOSED		
011	CITY APPROPRIATION	\$190,000	\$191,000	\$190,000	\$190,000	\$190,000	\$0	0.00%
049	OTHER LOCAL REVENUE	\$50,145	\$36,880	\$13,013	\$54,000	\$54,000	\$0	0.00%
TOTAL REVENUES FUND 378		\$240,145	\$227,880	\$203,013	\$244,000	\$244,000	\$0	0.00%
ENDING FUND BALANCE:		\$36,141	\$54,221	\$45,444	\$21,578	(\$2,616)		

FY23 ASSUMPTIONS:
 35 3-4 YEAR-OLDS @ \$150 PER MONTH

FY 23 REQUEST FOR CITY APPROPRIATION ENROLLMENT OF 345

FY 21	FY 22	FY 23	INC/DEC FROM FY 22	PERCENT INC/DEC
\$3,237,476	\$3,666,376	\$3,994,910	\$328,534	8.96% GENERAL FUND
\$626,798	\$592,813	\$650,000	\$57,187	9.65% COMMUNITY SCHOOLS
\$190,000	\$190,000	\$190,000	\$0	0.00% PRESCHOOL
\$290,000	\$250,000	\$170,000	(\$80,000)	-32.00% FOOD SERVICES
\$4,344,274	\$4,699,189	\$5,004,910	\$305,721	6.51% SUBTOTAL

UNALASKA

City School District



FY23 BUDGET PRESENTATION

APRIL 12, 2022

CITY COUNCIL MEETING

FY 23 BUDGET COMMITTEE

Kate Arduser

Katie Bagley

Robert Cummings

Laura Jarvis

Darlene Jeppesen

Daneen Looby

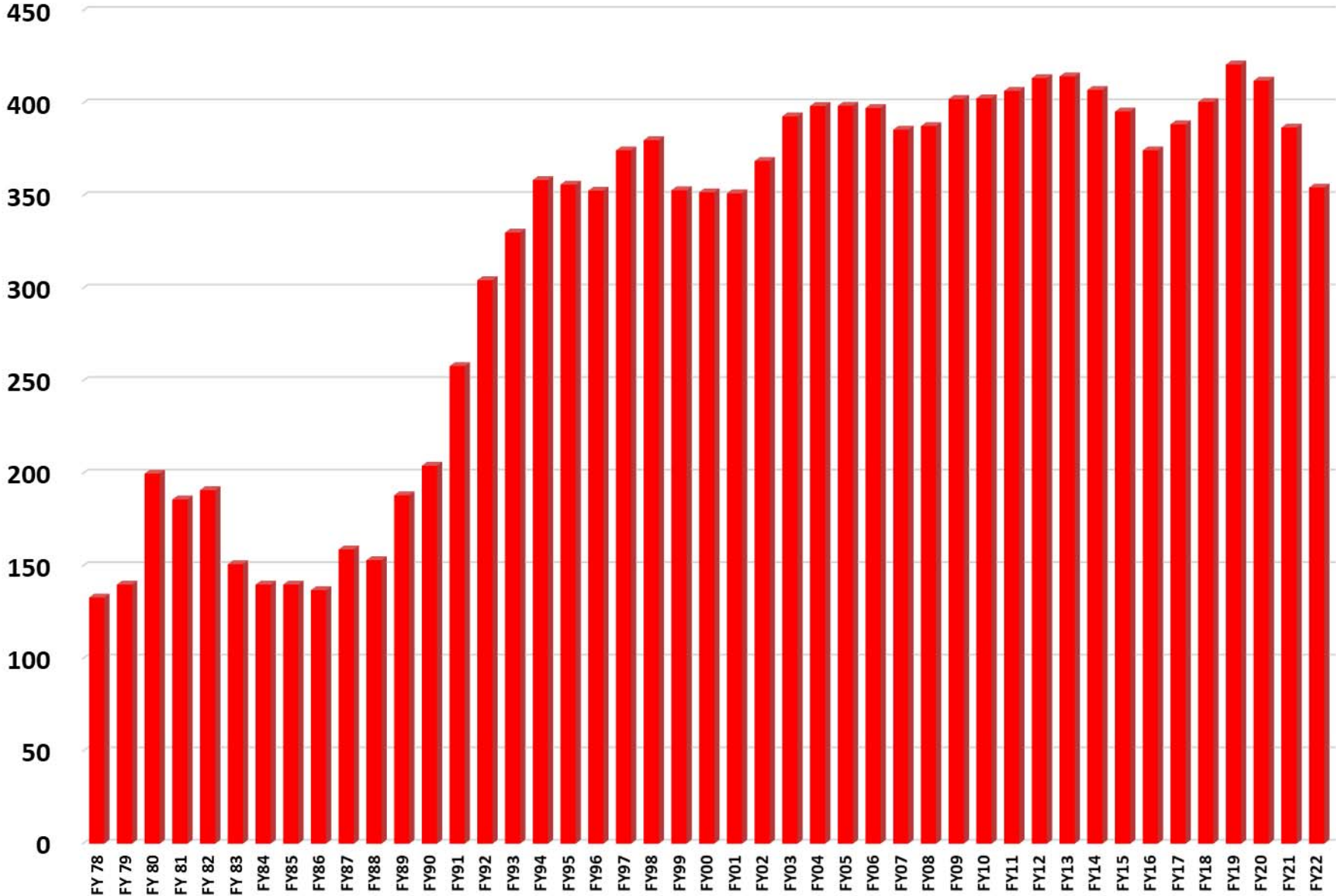
Natahlie Namasivayam

Stephen Nguyen

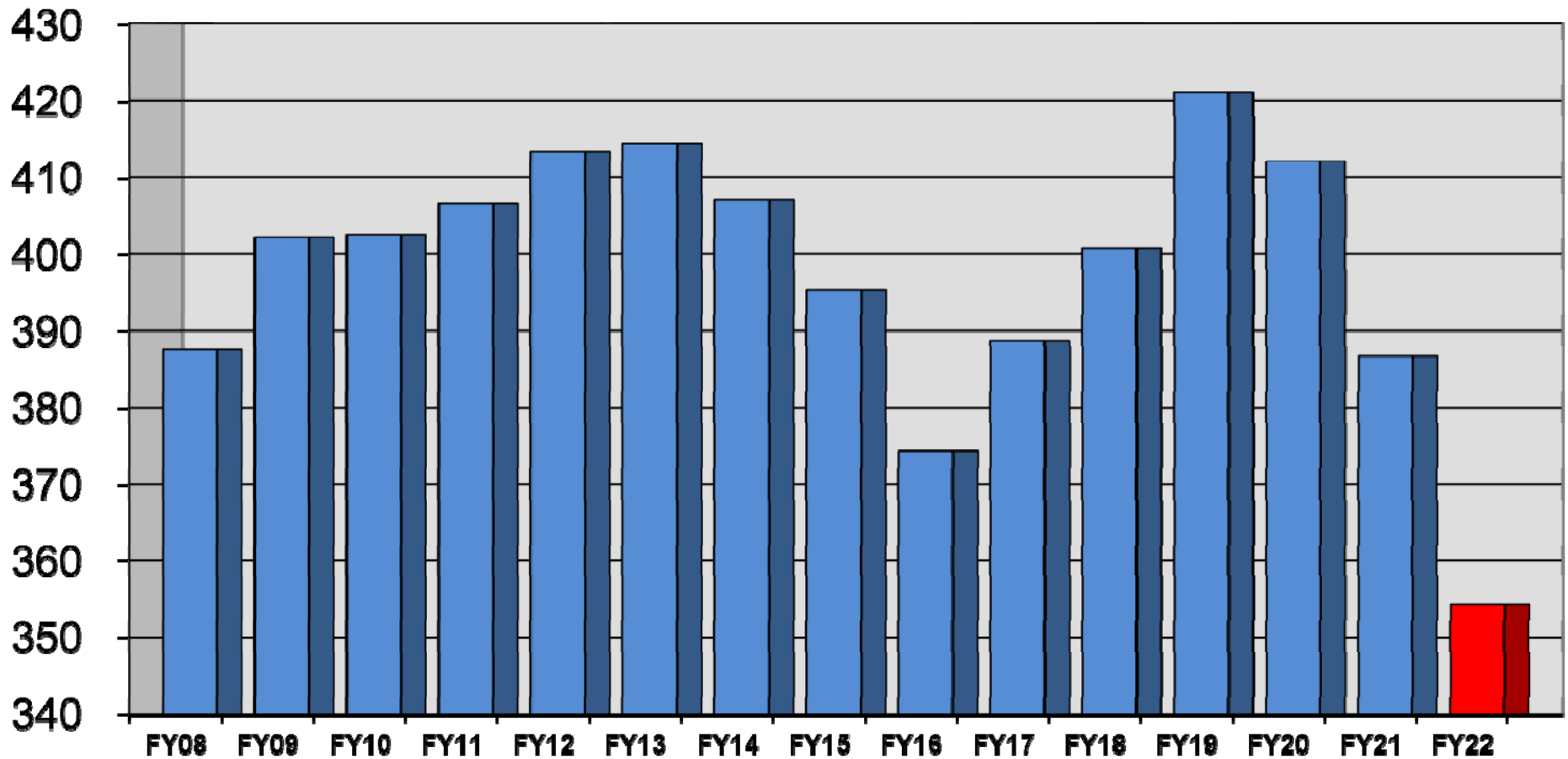
Bong Tungul

Jennifer VanDeventer

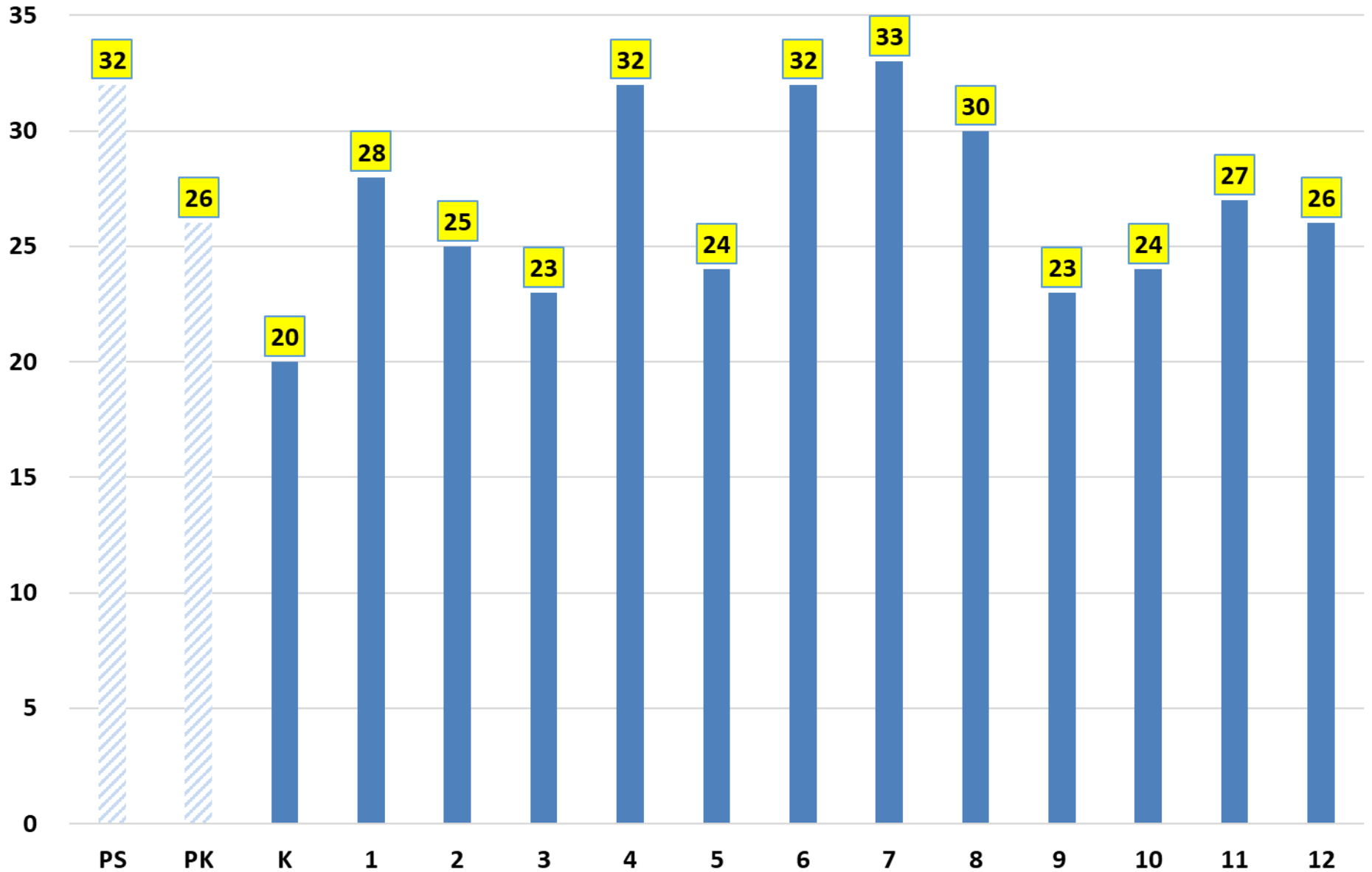
UCSD ENROLLMENT FY 78 - FY 22



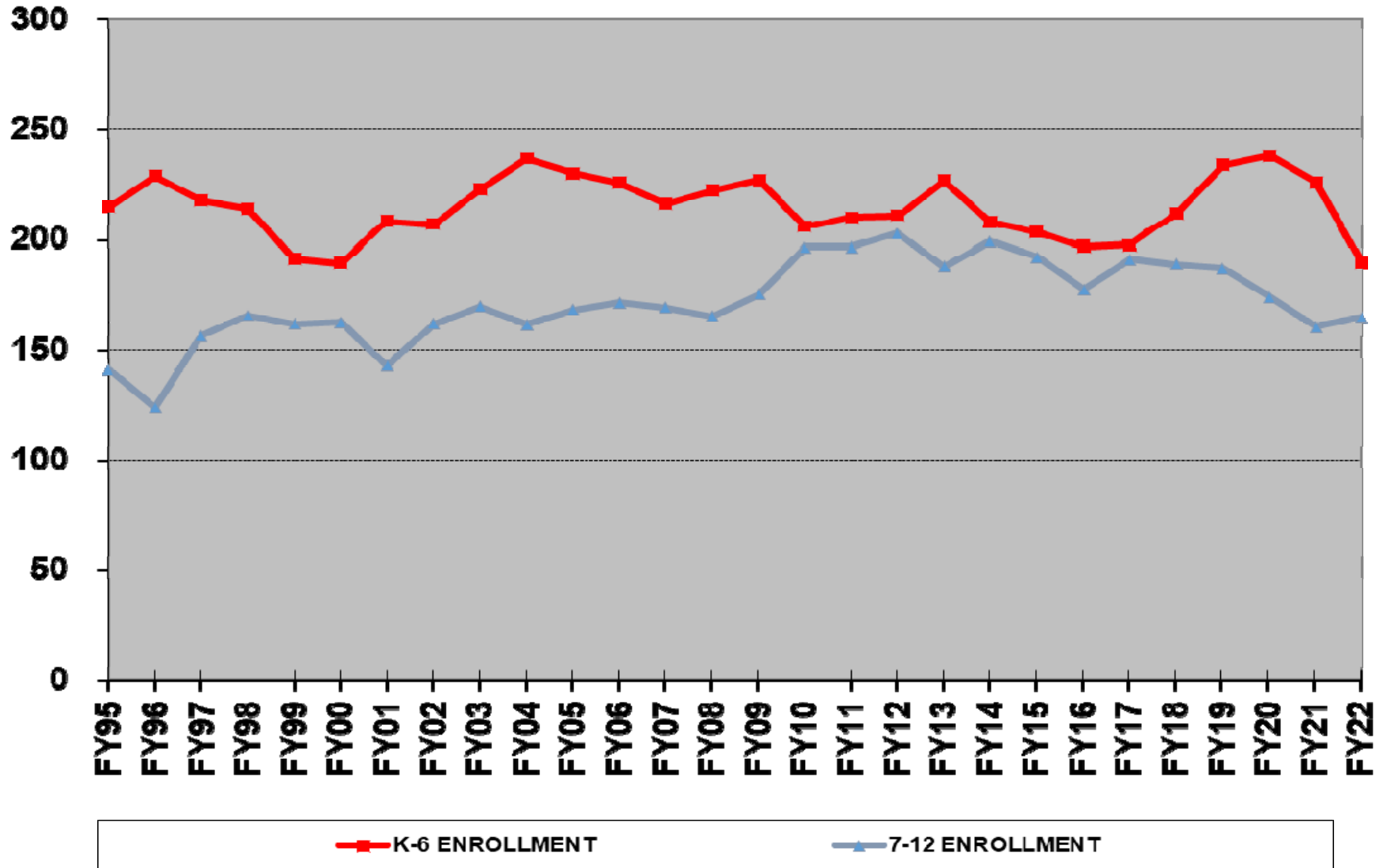
UCSD ENROLLMENT FY 08 - FY 22



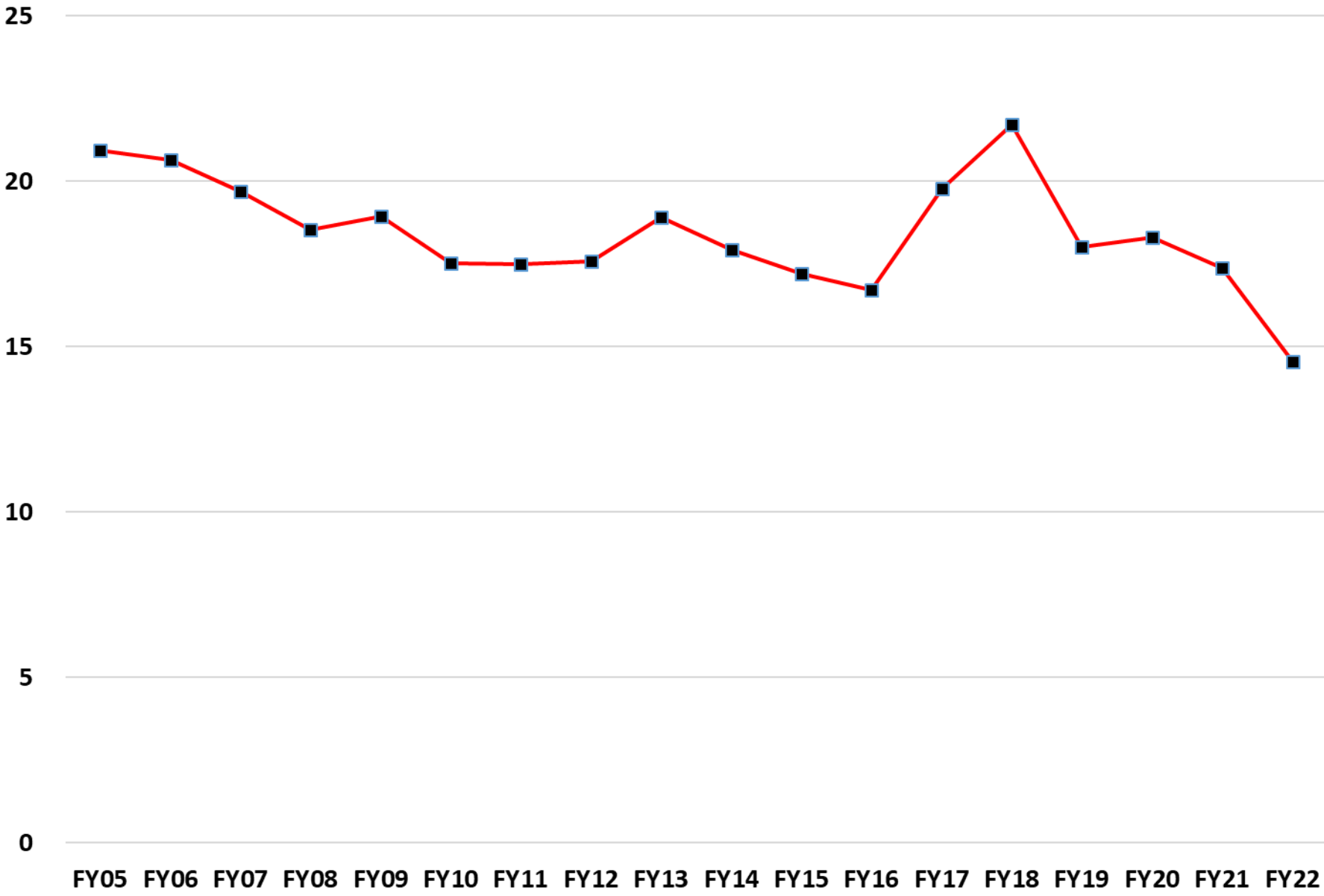
UCSD FY 22 ENROLLMENT BY GRADE
JANUARY 21, 2022
347 STUDENTS (K-12)



UNALASKA CITY SCHOOL DISTRICT ENROLLMENT K-6 vs 7-12



STUDENT/TEACHER RATIO HISTORY K-6



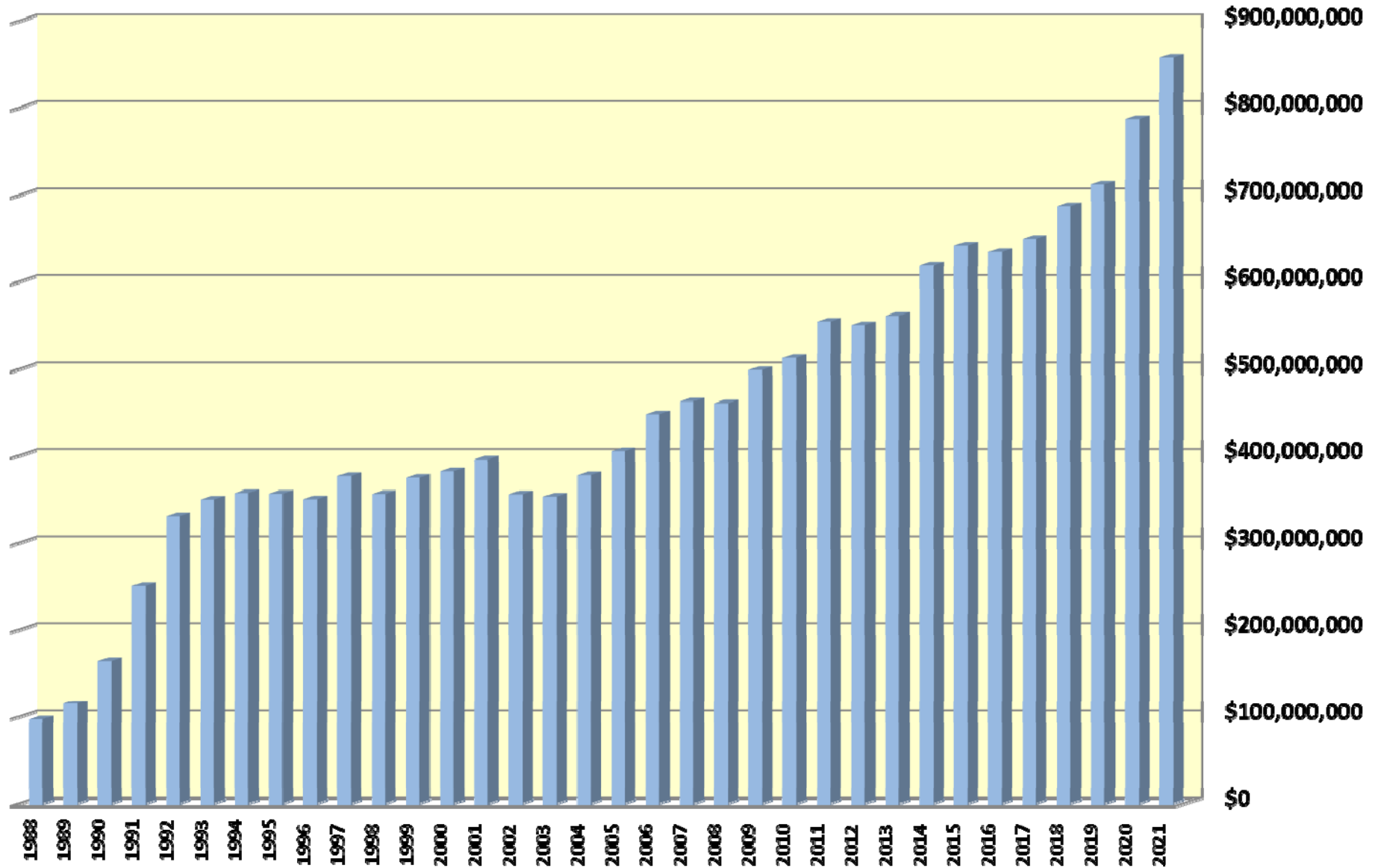
FY23 PROJECTED STATE FUNDING

ENROLLMENT:	345
ADM:	484.8
ADJ. ADM (HH)	507.43
COST FACTOR:	731.21
SPECIAL NEEDS:	877.45
VOC ED FACTOR:	890.61
INTENSIVE:	78
BASIC NEED:	\$5,743,857
REQUIRED LOCAL:	(\$2,276,669) – 2.65 mils
IMPACT AID:	(\$5,000) << <i>subject to updates through the end of February</i>
STATE AID:	\$3,462,188
QUALITY SCHOOLS:	<u>\$15,498</u>
TOTAL:	\$3,477,686

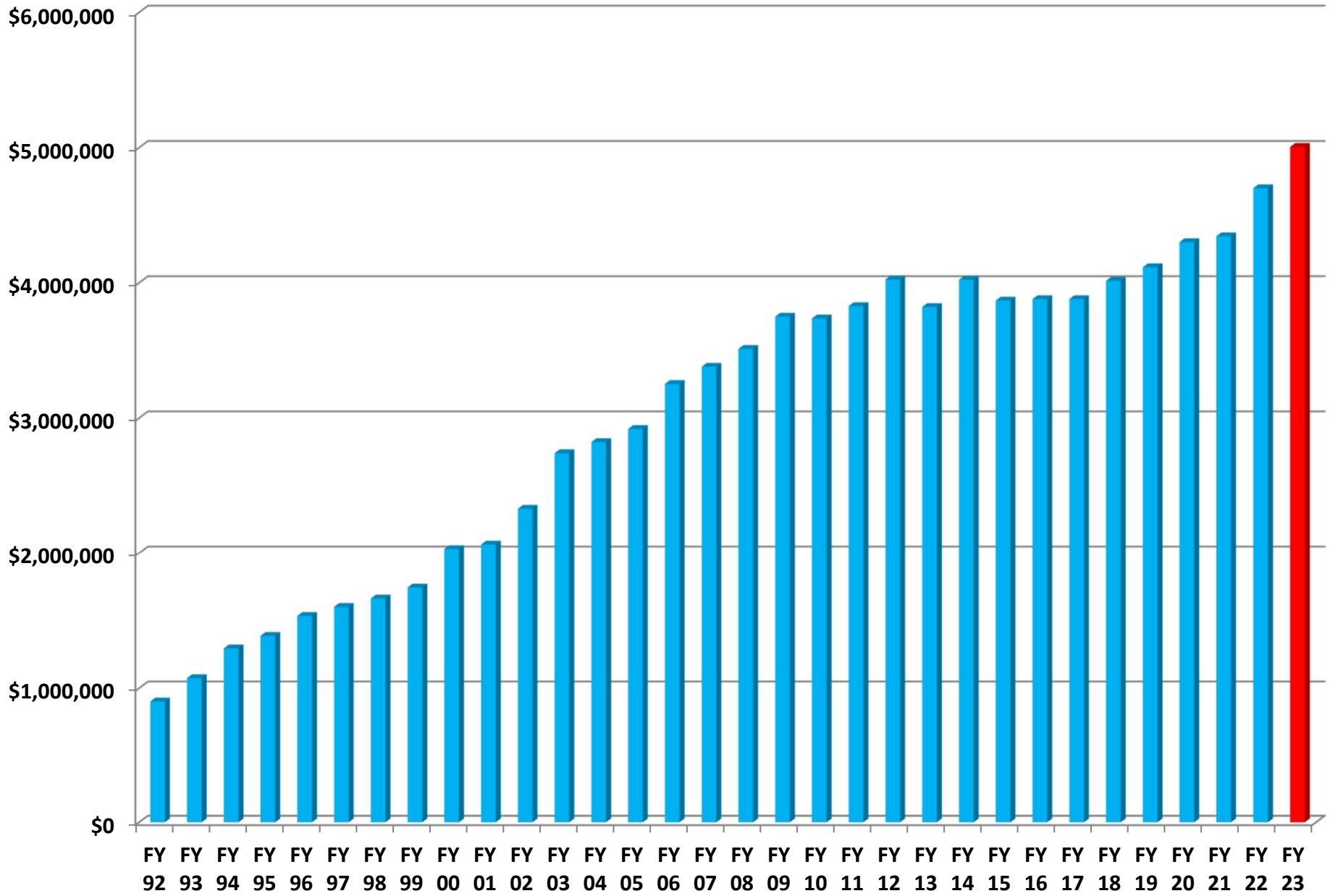
FY23 LOCAL FUNDING CALCULATION (4.65 MILLS)

REQUIRED LOCAL (2.65 MILLS):	\$2,276,669
<u>.002 MILS TRUE & FULL VALUE:</u>	<u>\$1,718,241</u>
TOTAL AMOUNT:	\$3,994,910

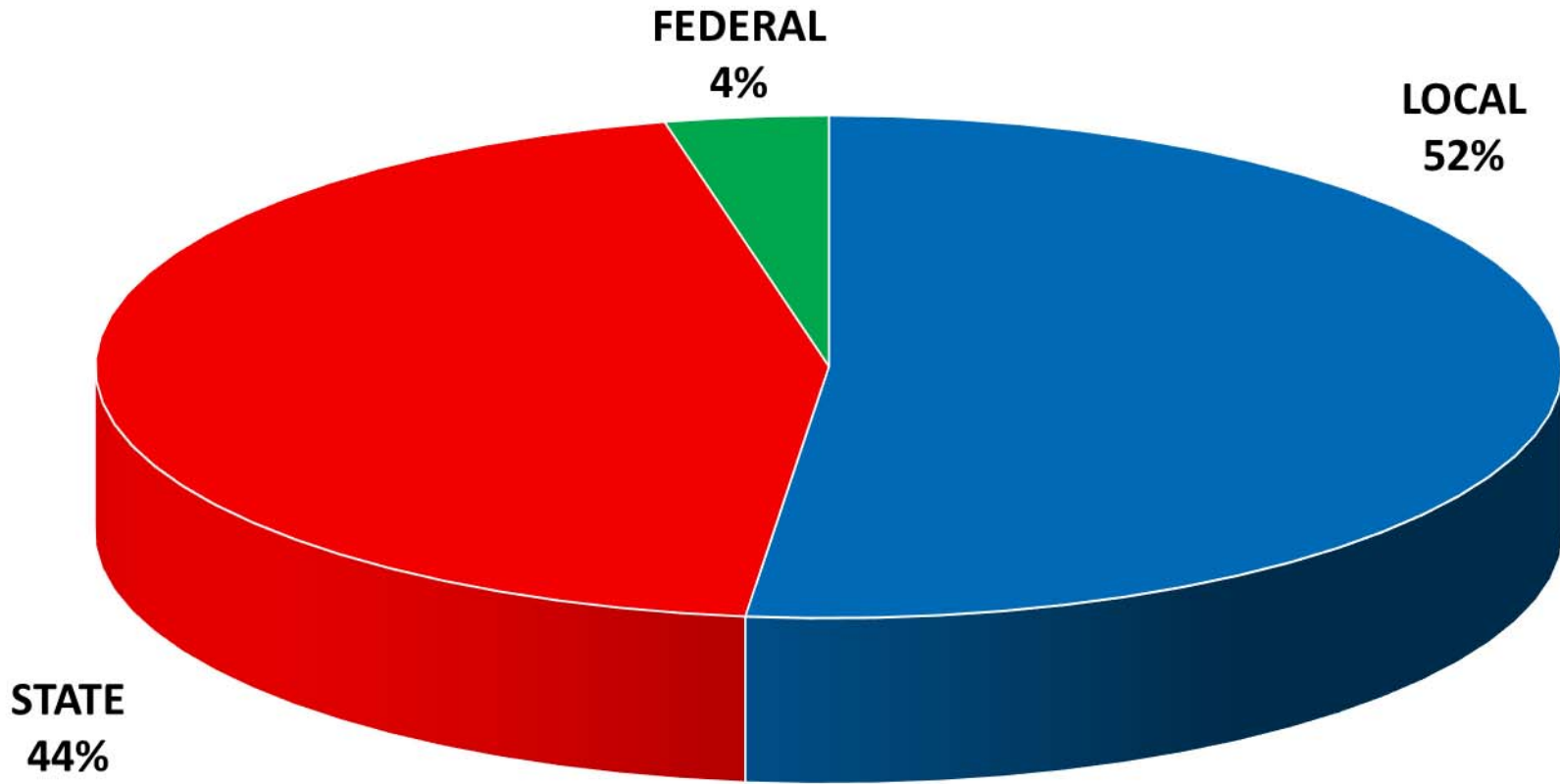
CITY OF UNALASKA ASSESSED VALUATION



TOTAL CITY APPROPRIATIONS FY 92 - FY 23



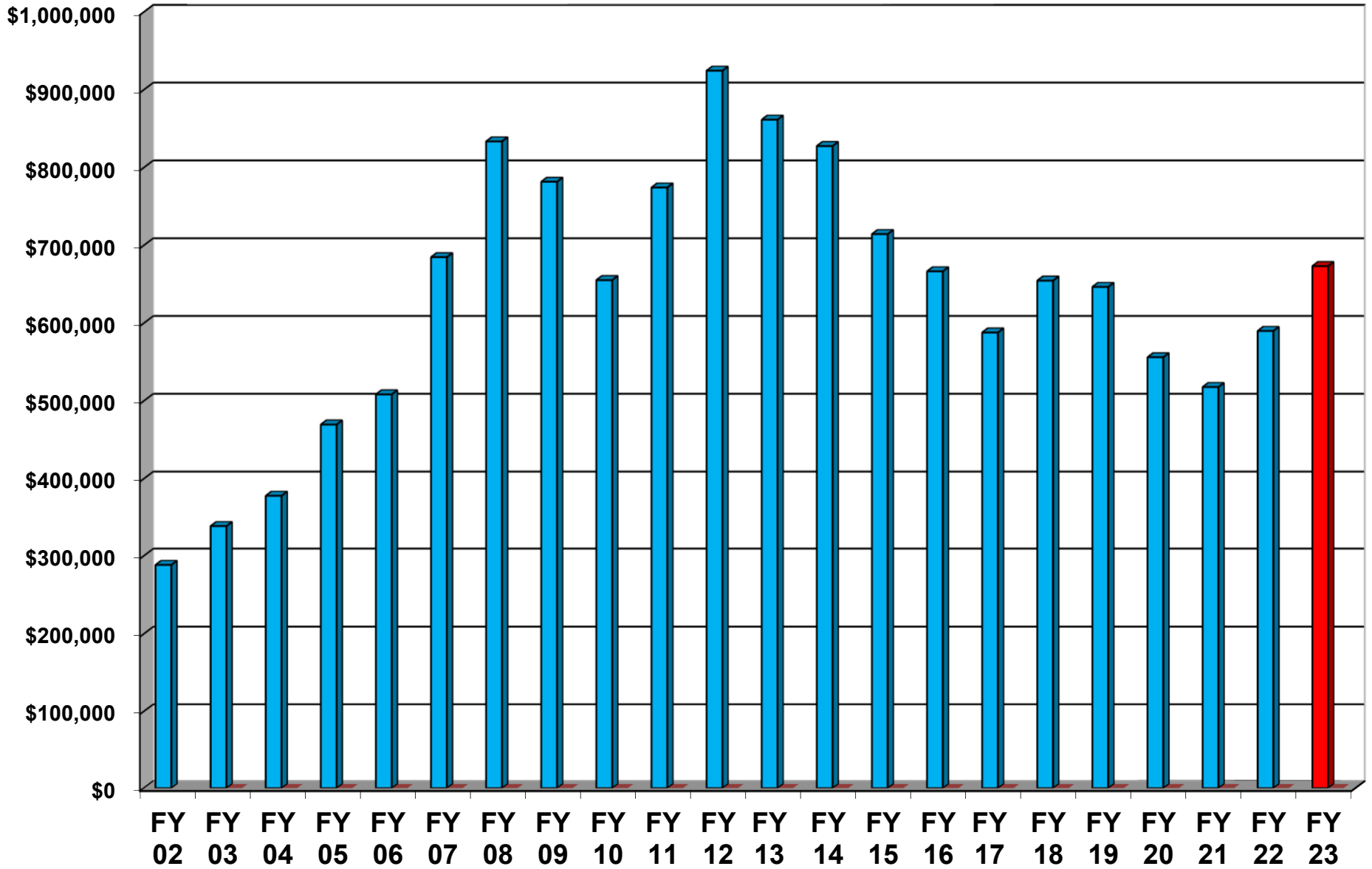
UCSD FY 23 PROJECTED REVENUES



ASSUMPTIONS FOR FY23

- 1. BASIC STUDENT ALLOCATION WILL REMAIN AT \$5,930, SAME AS FY22.**
- 2. 345 ENROLLMENT, 9.5 LESS THAN THE OFFICIAL ENROLLMENT FOR FY22**
- 3. WILL HAVE STATUS QUO HEALTH INSURANCE \$2,498/MONTH/EMPLOYEE OR \$29,976/EMPLOYEE/YEAR**

UCSD UTILITY EXPENDITURES



UCSD FY 23 BUDGET 345 ENROLLMENT

	FY 21 ACTUAL	FY 22 R. BUDGET	FY 23 PROJECTED	CHANGE FY22 TO FY23	% CHANGE
SALARIES	\$3,617,023	\$3,594,068	\$3,769,601	\$175,533	4.88%
BENEFITS	\$2,414,553	\$2,002,034	\$2,305,936	\$303,902	15.18%
PROFESSIONAL SERVICES	\$1,131,453	\$1,812,045	\$1,553,208	(\$258,837)	-14.28%
SUPPLIES	\$528,841	\$336,000	\$285,600	(\$50,400)	-15.00%
EQUIPMENT	\$204,245	\$114,500	\$80,525	(\$33,975)	-29.67%
OTHER	\$34,025	\$39,500	\$39,500	\$0	0.00%
NON-PROGRAMMED CHARGES	\$887,661	\$0	\$0	\$0	#DIV/0!
TOTAL EXPENDITURES	\$8,817,801	\$7,898,147	\$8,034,370	\$136,223	1.72%
TOTAL REVENUES	\$7,997,404	\$7,793,827	\$7,804,106	\$10,279	0.13%
DEFICIT/FUND BALANCE	(\$820,397)	(\$104,320)	(\$230,264)		
FY21 FUND BALANCE:	\$909,243	\$804,923	\$574,659		

SALARIES	FY 21	FY 22	FY 23	CHANGE	
	ACTUAL	R. BUDGET	PROJECTED	FY21 TO FY22	% CHANGE
TEACHERS	\$2,366,103	\$2,207,946	\$2,320,424	\$112,478	5.09%
AIDES	\$308,593	\$392,307	\$465,635	\$73,328	18.69%
SUBSTITUTES	\$50,041	\$86,689	\$79,034	(\$7,655)	-8.83%
OFFICE STAFF	\$334,917	\$342,561	\$330,661	(\$11,900)	-3.47%
ADMINISTRATION	\$361,218	\$356,342	\$355,761	(\$581)	-0.16%
MAINTENANCE	\$196,151	\$208,223	\$218,086	\$9,863	4.74%
TOTAL	\$3,617,023	\$3,594,068	\$3,769,601	\$175,533	4.88%

PROFESSIONAL SERVICES	FY 21	FY 22	FY 23	CHANGE	
	ACTUAL	R. BUDGET	PROJECTED	FY21 TO FY22	% CHANGE
TRAVEL	\$34,246	\$573,500	\$573,500	\$0	0.00%
UTILITIES	\$307,672	\$348,000	\$398,000	\$50,000	12.00%
INSURANCE	\$86,728	\$88,045	\$94,208	\$6,163	7.00%
PROFESSIONAL SERVICES	\$213,293	\$248,500	\$148,500	(\$100,000)	-40.24%
PHONE, INTERNET, POSTAGE	\$489,514	\$554,000	\$339,000	(\$215,000)	-38.81%
TOTAL	\$1,131,453	\$1,812,045	\$1,553,208	(\$258,837)	-14.28%

FY 23 REQUEST FOR CITY APPROPRIATION ENROLLMENT OF 345

FY 21	FY 22	FY 23	INC/DEC FROM FY 22	PERCENT INC/DEC
\$3,237,476	\$3,666,376	\$3,994,910	\$328,534	8.96% GENERAL FUND
\$626,798	\$592,813	\$650,000	\$57,187	9.65% COMMUNITY SCHOOLS
\$190,000	\$190,000	\$190,000	\$0	0.00% PRESCHOOL
\$290,000	\$250,000	\$170,000	(\$80,000)	-32.00% FOOD SERVICES
\$4,344,274	\$4,699,189	\$5,004,910	\$305,721	6.51% SUBTOTAL

BUDGET COMMITTEE TAKEAWAY

- PROVIDE SUPPORT TO ADDRESS LEARNING LOSSES DUE TO COVID.
- INCREASE PROGRAMS FOR HIGH SCHOOL STUDENTS. INCLUDING COLLEGE PREP CLASS.
- KEEP CLASS SIZES SMALL, PROVIDES A HIGHER QUALITY OF EDUCATION, ALLOWS STUDENTS TO RECEIVE MORE ONE ON ONE TIME WITH THE TEACHER.
- CONSIDER INCREASING TUITION FOR PRESCHOOL.
- STUDENTS MISS THE PERFORMING ARTS AND DON'T HAVE AN AVENUE FOR EXPRESSION.

BUDGET COMMITTEE TAKEAWAY

- THE STUDENTS VALUE SCHOOL ACTIVITIES (CLUBS/SPORTS) BECAUSE THEY HELP THEM COPE WITH EVERYTHING GOING ON.
- MORE SUPPLIES FOR SHOP CLASSES. UNALASKA IS A WORKING TOWN AND THESE CLASSES ARE IMPORTANT, PROVIDING STUDENTS A FOUNDATION IN INDUSTRIAL ACTIVITIES. THE STUDENTS LEARN VALUABLE LIFE LESSONS AND SAFETY. ONE STUDENT EXPRESSED THEIR APPRECIATION FOR LEARNING HOW TO CHANGE THE OIL IN THEIR VEHICLE SO THEY DIDN'T HAVE TO PAY SOMEONE LOCALLY \$100.
- THE QUALITY OF OUR TOWN HAS DECREASED AFTER AIRLINE CHANGES AND THE COST OF LIVING CONTINUES TO INCREASE. THE SCHOOL IS THE HEART OF OUR COMMUNITY AND ONE OF THE FEW REMAINING RECRUITING TOOLS TO ENCOURAGE FAMILIES TO MOVE OR STAY IN UNALASKA.



HEART OF OUR COMMUNITY



MEMORANDUM TO COUNCIL

To: Mayor and City Council Members
From: William Homka, Planning Director
Through: JR Pearson, Acting City Manager
Date: April 12, 2022
Re: Community Support Grant & Capital Grant Program

SUMMARY: This year the formula amount of funding available is \$1,226,422 for the City of Unalaska's Community Support Grant & Capital Grant Program (Community Support Program). The formula is a guide and calculated using 3.5% of a five-year general fund revenue balance plus the bed tax amount collected the previous year.

Ten (10) organizations submitted applications totaling \$1,785,195, which exceeds the formula amount by \$558,773. One additional application was later rescinded.

All applications have been reviewed by Staff and are provided to Council for review. Staff does not make recommendations; City Council decides how to fund the requests. To aid in the decision making process the council packet includes a summary review sheet for each applicant. This material should help communicate the Community Support Program's financial impact on the FY22 budget.

Council typically decides funding awards for the Community Support Program at its second meeting in April each year to per the city budgeting process calendar. This year a resolution will be presented at the April 28, 2022 meeting along with a memo containing any additional information requested by the Council.

PREVIOUS COUNCIL ACTION: Each year from FY06 through FY17 Council established a special committee charged with reviewing and scoring the applications using the Council-approved evaluation tool.

On December 27, 2016 Council passed Resolution 2016-78 eliminating the Grant Review Committee, allowing Staff to do a preliminary review of all applications and then pass the application reviews and other informational documents to Council.

In December 2019 Council passed Resolution 2019-64 to increase the funding percentage from 3.4642% to 3.5% of the city's general fund revenue average for the past five (5) years. The purpose of the increase was to round the percentage up to a simple decimal number. The award amounts have varied over the years from 3.03% to 3.91%.

BACKGROUND: Eleven (11) Community Support Grant Requests and zero (0) capital requests were received. The Qawalangin Tribe later rescinded their application for the Food Bank. All submissions have been reviewed and summarized by Staff. All requests were completed and submitted in a timely manner. Two organizations, Alaska State Firefighter Association (ASFA) - Unalaska Chapter, and the Rusting Man Foundation, previously asked Council directly for funding, but were requested to apply through this program instead. All application summaries are included in the Council Packet.

DISCUSSION: The funding amount available to be awarded this year is \$1,226,422: \$1,181,290 from the General Fund average of the past five years x 3.5%, plus \$45,132 collected from bed tax. The FY23 total funding request is \$1,785,195 and exceeds the FY23 funding formula amount by \$558,773. The applicant agencies are identified in the FY23 Community Grant Application Summary Table.

FY23 Community Grant Application Summary Table

Organization	FY23 Request
APIA	\$140,000
Iliuliuk Family Health Services	\$180,000
Museum of the Aleutians	\$317,813
UCB/KUCB	\$109,000
Unalaska Senior Citizens	\$65,000
UVB	\$210,000
USAFV	\$237,457
Q-Tribe Culture Camp	\$255,925
ASFA Unalaska Chapter	\$20,000
Rusting Man Foundation	\$250,000
TOTAL	\$1,785,195
Q-Tribe Food Bank (Rescinded)	\$166,236

No Application This Year

Two organizations did not apply for funding. These are The University of Alaska Fairbanks and Aleutian Arts Council. Staff reached out to both agencies and they confirmed they did not intend to apply. The Aleutian Arts Council lost their nonprofit status with the IRS, so is not eligible to apply.

Q-Tribe

For many years the City has funded the Q-Tribe’s Culture Camp. The amount was uniformly \$24,000 from 2017 – 2021. Unalaska awarded the Q-Tribe \$39,000 in 2022; the increase was requested because COVID-19 caused reductions in camp sponsorships.

Last year, the Q-Tribe requested \$129,857 to fund a Food Bank. City Council approved a reduced amount of \$60,000. This was the first time this program was funded. This year the Q-Tribe requested \$166,236 to fund the Food Bank, but the organization emailed the Planning Department on April 4 requesting the application be withdrawn for several reasons. The email from Chris Price, CEO is attached to this report.

Removing the Food Bank request reduces the total grant application request from \$1,951,431 to \$1,785,195 (see table above). This also signifies what appears to be the end of the Food Bank program at the Q-Tribe. However the Q-Tribe’s request for Q-Camp funds increased from the

city's award of \$39,000 last year to \$255,925 this year. That's a 656% increase; all other requests from currently funded nonprofits changed between -2% to +18% year over year.

On February 8, 2022 the City of Unalaska passed Ordinance 2022-02 an ordinance amending Title 6.40 of the Unalaska Code of Ordinances to provide a limited exemption from sales tax to federally recognized tribes. While preparing the analysis for this issue, the subject of nonprofit vs. government entity was discussed concerning the Q-Tribe. Although Unalaska has funded the Q-Tribe Culture Camp for many years, the tribe is not a nonprofit organization. Unalaska's Community Support Grant policies have always specifically stated the following requirement on page 2:

"Eligibility: Entities eligible for the program shall be community-based and regional nonprofit organizations that are tax exempt under §501(c) of the Internal Revenue Service Code. Eligible entities must use City funds for the delivery of local programs and services that provide health and safety resources or enhancement of the quality of life for residents. All eligible non-profits wishing to apply for City funding must complete an application."

Because of the information gained while processing the sales tax matter, and the Q-Tribe's substantial funding request increase, staff believes the Unalaska City Council should address the eligibility question. If City Council prefers to continue funding the Q-Tribe, the Community Grant Policies should be amended in some fashion.

New Programs This Year

The ASFA Unalaska Chapter is requesting funding to produce a fireworks show for New Year's Eve; and the Rusting Man Foundation is seeking funding to build a Fishermen Memorial sculpture.

ALTERNATIVES: Council may choose to fund the requests as submitted or make changes where it deems necessary.

FINANCIAL IMPLICATIONS: Financial implications depend on the amount Council chooses to fund grant requests.

LEGAL: N/A

STAFF RECOMMENDATION: Staff is providing the attached documents and reports for informational purposes.

PROPOSED MOTION: None required.

CITY MANAGER COMMENTS: As noted above, no formal Council action is required at this point, but direction is needed for Staff in preparation of the April 26, 2022 meeting. We provide this information for your review. Council will be asked to take action on this item at the April 26, 2022 City Council Meeting.

ATTACHMENTS:

- Community Support Grant Spreadsheet
- Community Support Grant Application Review Summary Sheets
- April 4, 2022 Email to Planning from Chris Price, CEO Q-Tribe

NOTE: The Community Support Grant Application Packets are available on the city website here: <https://www.ci.unalaska.ak.us/planning/page/community-support-grants>

FY23 COMMUNITY GRANT REQUESTS & AWARDS

AGENCY NAME	FY17 REQ	FY17 Award	FY18 REQ	FY18 Award	FY19 REQ	FY19 Award	FY20 REQ	FY20 Award	FY21 REQ	FY21 Award	FY22 REQ	FY22 Award	FY23 REQ	% Difference / FY22 Award
APIA	\$ 122,825	\$ 122,825	\$ 124,932	\$ 124,932	\$ 120,500	\$ 120,500	\$ 205,350	\$ 205,350	\$ 145,000	\$ 145,000	\$ 142,000	\$ 142,000	\$ 140,000	98.6%
Iliuliuk Family Health Services	\$ 170,000	\$ 170,000	\$ 170,000	\$ 170,000	\$ 180,000	\$ 180,000	\$ 180,000	\$ 180,000	\$ 180,000	\$ 161,260	\$ 180,000	\$ 151,748	\$ 180,000	118.6%
Museum of the Aleutians	\$ 294,106	\$ 294,106	\$ 294,196	\$ 294,196	\$ 308,146	\$ 308,146	\$ 328,146	\$ 317,813	\$ 317,813	\$ 317,813	\$ 317,813	\$ 317,813	\$ 317,813	100.0%
UCB/KUCB	\$ 96,600	\$ 96,600	\$ 96,600	\$ 96,600	\$ 96,600	\$ 96,600	\$ 115,350	\$ 108,642	\$ 106,350	\$ 106,350	\$ 106,350	\$ 106,350	\$ 109,000	102.5%
Unalaska Senior Citizens	\$ 49,800	\$ 49,800	\$ 49,800	\$ 49,800	\$ 55,000	\$ 55,000	\$ 65,000	\$ 57,467	\$ 65,000	\$ 65,000	\$ 65,000	\$ 65,000	\$ 65,000	100.0%
UVB	\$ 190,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 210,000	\$ 210,000	\$ 210,000	\$ 210,000	\$ 210,000	100.0%
USAFV	\$ 216,516	\$ 216,516	\$ 229,506	\$ 229,506	\$ 229,506	\$ 229,506	\$ 252,457	\$ 252,457	\$ 252,457	\$ 252,457	\$ 252,457	\$ 252,457	\$ 237,457	94.1%
Q-Tribe Culture Camp	\$ 24,000	\$ 24,000	\$ 24,000	\$ 24,000	\$ 24,000	\$ 24,000	\$ 24,000	\$ 24,000	\$ 50,000	\$ 24,000	\$ 86,062	\$ 39,000	\$ 255,925	656.2%
Q-Tribe Food Bank											\$ 129,857	\$ 60,000	(Rescinded)	
ASFA Unalaska Chapter													\$ 20,000	
Rusting Man Foundation													\$ 250,000	
TOTALS	\$ 1,163,847	\$ 1,148,847	\$ 1,164,034	\$ 1,164,034	\$ 1,213,752	\$ 1,213,752	\$ 1,370,303	\$ 1,345,729	\$ 1,326,620	\$ 1,281,880	\$ 1,489,539	\$ 1,344,368	\$ 1,785,195	

****FY23 Funding Target** \$ 1,226,422
Total FY23 Requests \$ 1,785,195
Net \$ (558,773)

***The Funding Target is based on 3.5% of the average revenue for the General Fund for the last five full fiscal years plus the last full year of Bed Tax revenue*

FY23 City of Unalaska Community Support Grant Application Review Summary Sheet

Organization Name: Aleutian Pribilof Islands Association (APIA)

APIA is requesting \$2,000 less than FY22

FY22 Award	Amounts	FY23 Request	Amounts
Behavioral Health Clinician (1FTE Salary)	\$86,000.00	Behavioral Health Clinician (1FTE Salary)	\$91,160.00
Behavioral Health Clinician (Benefits)	\$34,000.00	Behavioral Health Clinician (Benefits)	\$34,646.00
Program Costs/Supplies	\$5,000.00	Dues/Fees/Subscriptions	\$1,500.00
Commodities (food, cleaning products)	\$4,500.00	Commodities (Food, office supplies)	\$3,376.00
Travel	\$10,000.00	Travel	\$5,000.00
Training	\$2,500.00	Training	\$2,500.00
Total FY21 Award	\$142,000	Total FY23 Request	\$140,000.00

Application Highlights

- **APIA is requesting a total of \$140,000** to meet the staffing needs and targeted activities plan that will have a direct benefit to residents of Unalaska. This is a decrease of \$2,000 from FY22.
- Aleutian Pribilof Islands Association, Inc. (APIA) Integrated Health Department, Community Health Services Division provides behavioral health care, community wellness activities, healthy relationship services, youth programs, and eldercare programs services in Unalaska. the most frequently requested services in Unalaska are around substance abuse prevention and treatment, diabetes awareness/access to healthy foods, and services for Elders.
- APIA offers these services at two locations in Unalaska: Oonalaska Wellness Center (OWC) and the APIA Biorka Clinic as well as collaborating with community partners to meet the behavioral health demands in the community.
- A vital part of services in Unalaska includes our behavioral health providers responding to unforeseen crisis situations.
- *Eldercare Program:* Provides an additional resource for local Unalaska Elder residents to remain in their community rather than relocating to a nursing home, thereby reducing psychological and physical distress.
- *Youth Services Program:* With youth-informed programming, we anticipate targeted, peer-driven youth services.
- *Healthy Relationships Program:* The Healthy Relationships Program aims to not duplicate services in Unalaska, rather we want to collaborate with USAFV and enhance outreach and educational efforts to Unalaskans.
- *Administration:* Provides support for and direction of development and expansion of services identified as needed in Unalaska. Harriet Berikoff is the Qawalangin Tribe representative from Unalaska. Our CFO reviews all budget document associated with this award. Also, our Travel Coordinator assists with arranging travel for staff from Unalaska to attend trainings and travel for Anchorage based staff to travel to Unalaska.
- During the FY 2022 grant year, APIA plans to:
 - 1.) Offer well-rounded behavioral health services that align with needs of the entire community.
 - 2.) Enhance prevention and outreach efforts in topic areas that align with community request (e.g., anti-bullying, suicide prevention, and healthy lifestyle choices such as pro-social activities, nutrition/traditional foods, cultural values and safe partner relationships). These events will comply with local mandates related to COVID-19.
 - 3.) Network with community partners in Unalaska to prevent and decrease drug use in the community

Application Findings/Other Information:

- Application submitted on time;
- All application requirements were met. Letters of Support are optional;
- All FY22 has been timely and is current.

FY23 City of Unalaska Community Support Grant Application Review Summary Sheet

Organization Name: ASFA Unalaska Chapter

This is the first year this organization has applied.

FY23 Request	Amounts
Program Supplies (Fireworks)	\$ 15,000.00
Insurance	\$ 2,500.00
Miscellaneous (Haz-Mat Shipping)	\$ 2,500.00
Total FY23 Request	\$ 20,000.00

Application Highlights

- The ASFA Unalaska Chapter exists to support the staff and volunteers of the Unalaska Fire Department, but is an independent organization.
- Previous activities have included fire truck rides, Lids for Kids, annual donations to support Camp Q and the Firefighters' Ball fundraiser. Last year, they replaced the Firefighters' Ball with the New Year's Good Cause Gala, which raised funds to purchase snow safety equipment for the community.
- Starting in 2021, the ASFA Unalaska Chapter has put on a New Year's Eve fireworks show. In 2022, Council funded another NYE fireworks show conducted by the Chapter with the understanding that future requests would come through the Community Support Grants Program.
- Goal 1: Fireworks Display:
Work for the fireworks display begins in October, with the purchasing and securing of an order of fireworks, managing delivery to the shipping company, and delivery to Unalaska. Insurance will also be sought approximately at this time. From this point, construction of the fireworks on the trailer and wiring is completed in the week leading up to the show. Weather permitting, fireworks are launched at midnight celebrating the start of the new year.

Application Findings/Other Information:

- All application requirements were met. Letters of Support are optional;

FY23 City of Unalaska Community Support Grant Application Review Summary Sheet

Organization Name: Iliuliuk Family Health Services (IFHS)

IFHS is requesting same as requested in FY22.
In FY22 IFHS was awarded \$151,784 of \$180,000 request.

FY21 Award	Amounts	FY23 Request	Amounts
On Call Providers	\$ 79,500.00	On Call Providers	\$ 116,921.00
On Call Staff	\$ 39,833.70	On Call Staff	\$ 41,632.00
On Call Providers Benefits	\$ 21,659.20	On Call Providers and Staff Benefits	\$ 21,447.00
On Call Staff Benefits	\$ 10,755.10		
Total FY22 Award	\$ 151,748.00	Total FY23 Request	\$ 180,000.00

Application Highlights

"To Provide Quality Integrated Health Care and to Promote Health and Well-Being."

- IFHS is the only health care available for the island and surrounding area that provides 24/7 coverage, thus creating huge costs with little return.
- 24/7 staff roles are as follows:
 - Medical Provider (Physician, Nurse Practitioner, or Physician's Assistant) on-call daily
 - Registered Nurse (RN)/Paramedic/Emergency Medical Technician (EMT)- Level 3 providing assistance with patient care
 - Lab/Radiology Tech to perform lab and x-ray support
- From January through December 2021, IFHS provided 134 after-hours and emergency visits (not including after-hours COVID testing). We also coordinated 61 medivacs in CY2021. We are most proud of the fact that IFHS was able to treat 55% of emergent patients locally, which not only saved financial resources but also significantly reduced the stress and anxiety of patients and their loved ones.
- The target population of IFHS is anyone in need of medical care while visiting, working, or residing in Unalaska/Dutch Harbor, or working in the fishing fleets of the North Pacific Ocean and Bering Sea.
- In FY23, IFHS is anticipating a minimum of 400 after hours/emergency calls (including COVID calls) and will respond to all appropriate after hours/emergency calls.
- IFHS consistently seeks support from the local fishing and shipping industries, and while we have received donations through the wall of support, such contributions have decreased significantly in recent years. The facility also receives FQHC funding which does not include funds for after-hours care, as most communities have the support of an emergency room or hospital.
- This request for funding is to offset a portion of the expense incurred by IFHS to provide this access to urgent/emergent care on the island, and is consistent with the FY22 request.

Application Findings/Other Information:

- Application submitted on time;
- Letters of Support are optional;
- Midyear report was on time

FY22 City of Unalaska Community Support Grant Application Review Summary Sheet

Organization Name: Museum of the Aleutians (MOTA)

MOTA is requesting same as FY22.

City In kind Contributions: Museum building, building insurance, maintenance and repairs, inside and out

FY22 Award	Amounts	FY22 Request	Amounts
Executive Director (FT)	\$ 54,255.00	Executive Director (FT)	\$ 64,255.00
Collections Manager	\$ 46,100.00	Collections Manager (FT)	\$ 46,100.00
Education and Outreach Manager	\$ 48,262.00	Education and Outreach Manager (FT)	\$ 47,314.00
Store and Visitor Manager	\$ 24,000.00	Office Manager	\$ 10,500.00
		Visitor Services Representative	\$ 11,000.00
Part time Assistant	\$ 5,000.00	Part Time Assistant	\$ 2,000.00
Health Insurance	\$ 30,000.00	Benefits x3 FT	\$ 30,000.00
Personnel Related Expenses	\$ 15,144.00	Payroll Expenses	\$ 15,644.00
Communications	\$ 11,000.00	Communications	\$ 9,500.00
Utilities (Electricity, Fuel, & Trash Disposal)	\$ 40,000.00	Utilities (Electricity, Fuel, & Trash Disposal)	\$ 47,000.00
Facilities Maintenance	\$ 1,000.00	Facilities Maintenance	\$ 500.00
Program Supplies	\$ 2,000.00	Program Supplies	\$ 2,000.00
Dues, Fees, Subscriptions	\$ 1,000.00	Dues, Fees, Subscriptions	\$ 1,000.00
Equipment Purchase/Lease/Maintenance	\$ 5,000.00	Equipment Purchase/Lease/Maintenance	\$ 4,000.00
Office and Janitorial Supplies	\$ 2,000.00	Office and Janitorial Supplies	\$ 2,000.00
Travel-Staff	\$ 5,500.00	Travel-Staff	\$ 4,000.00
Training - Staff	\$ 4,552.00	Training - Staff	\$ 4,000.00
Audit	\$ 5,000.00	Audit	\$ 6,000.00
Financial Manager	\$ 10,000.00	Financial Services	\$ 5,000.00
Insurance	\$ 5,000.00	Insurance	\$ 5,000.00
Janitor	\$ 3,000.00	Janitor	\$ 1,000.00
Total FY22 Request	\$ 317,813.00	Total FY23 Request	\$ 317,813.00

Application Highlights

- In a *normal* year, the Museum curates an average of three exhibits, hosts a variety of in-person events, such as the Annual Membership Drive and Auction, as well as our chocolate tasting competition, talks by visiting researchers, community archaeology, and other events.
- The FY23 Community Support grant request is for \$317,813, or 36.20% of our overall budget, and will cover a portion of personnel costs, utility expenses, travel and training for the Board and staff for professional development. Although the MOTA staff has been very successful in securing grants for educational projects, exhibits, collections work, and technological improvements, we rely heavily on the support of the City of Unalaska Community Support program funds for the majority of our operations, because granting agencies typically do not fund museum operational expenses. Without the Community Support Grant assistance, the Museum will have to close its doors. We are dedicated to providing professional care for our collections and improving the quality of life in our community by providing full access to the Aleutian Islands' history, culture, and art through exhibits, research, and

education programs. The services offered to the community by the Museum are unique and are not duplicated by any other organization in the community or region.

- Services offered to the community by MOTA are unique and are not duplicated by any other organization in the community or the region!
- The MOTA staff works in cooperation with the Unalaska City School District (USCD) to expand educational opportunities for students. The Museum offers USCD education programs such as internships, field trips, lectures, hands-on classes, exhibits, and special events. We also offer internship programs and volunteer opportunities in archaeology and museum studies for USCD high school students.
- MOTA collaborates with Unalaska City School District (USCD), Ounalashka Corporation, Qawalangin Tribe, University of Alaska, Fairbanks, US Fish and Wildlife, Alaska Volcano Observatory, Unalaska Community Broadcasting (UCB), Unalaska Visitor's Bureau, Grand Aleutian Hotel, Iliuliuk Family and Health Services, and Aleutian Islands Worlds War II National Monument-Visitor Center.

Application Findings/Other Information:

- Application was on time;
- All application requirements were met; Letters of Support are optional
- All FY22 reporting has been timely and is current;

FY22 City of Unalaska Community Support Grant Application Review Summary Sheet

Organization Name: Qawalangan Tribe (Q-Tribe)

Q-Tribe is requesting \$216,925.08 more than what was awarded in FY22 in order to expand Camp Qungaayux into a year-round culture preservation program.

City In kind Contributions: Road maintenance to Humpy Cove and waste removal from the sanitation facilities located at Humpy Cove campsite.

FY22 Award	Amounts	FY23 Request	Amounts
Camp Coordinator	\$ 7,280.00	Personnel – Salaries	\$ 58,618.40
Camp Mentors	\$ 12,800.00	Personnel – Benefits	\$ 10,563.20
Camp Staff	\$ 8,000.00	Facilities (Maintenance)	\$ 30,000.00
Camp Laborers	\$ 1,800.00	Program Costs/Supplies	\$ 50,100.00
Camp Coordinator - Benefits	\$ 1,092.00	Equipment	\$ 2,000.00
Camp Staff - Benefits	\$ 1,200.00	Commodities (Food)	\$ 8,000.00
Camp Laborers - Benefits	\$ 270.00	Travel	\$ 17,600.00
Payroll Expenses	\$ 1,708.00	Professional Services	\$ 2,300.00
Program Supplies	\$ 12,000.00	Miscellaneous (Fundraising Overhead)	\$ 76,743.48
Equipment Purchase/Lease	\$ 12,000.00		
Miscellaneous	\$ 27,912.00		
Total FY22 Request	\$ 86,062.00		
Total FY22 Award	\$ 39,000.00	Total FY23 Request	\$ 255,925.08

Application Highlights

- The Qawalangan Tribe of Unalaska is expanding Camp Qungaayux into a year round culture preservation program with greater community outreach focused on health and wellness as well as Unangan Cultural Programs. Culture nights are open to the entire community of Unalaska.
- Camp Qungaayux – Day Camp
 - Elders and Mentors are the knowledge holders and are tasked with being Camp leaders and teachers. Each provides a rare opportunity for the community to engage in cultural experiences otherwise not seen to non-indigenous people.
 - Camp Qungaayux does not have permanent structures. These must be built and removed each year. Safety is always the primary consideration when considering camp labor. Camp laborers provide the manpower to setup and tear down camp in a safe and structurally sound manner. Typically, the community rallies together to support these efforts but it is necessary to hire additional staff.
 - Community volunteers and office staff support all aspects of camp.
- Heart Health and Culture Crafts
 - Heart Health and Culture Crafts is managed by the Director of Culture and Wellness and the Culture and Wellness Coordinator (Camp Director). Both are responsible for planning, developing and the implementation of coordinated culturally relevant craft nights.
 - Advertising is limited to funding. Generally, this information is disseminated through text chains, posted flyers and word of mouth.

- Culturally relevant crafts are provided a minimum of 50 times per year (with weeks shutdown during week-long culture camp). Some of the crafts for this year included salmon leathering, beading and working with furs. Some supplies for these crafts are donated. The rest are purchased. There is no charge for participation in these craft nights.
- The setup and tear down for these activities are provided by the Culture and Wellness student associates.
- Camp Q goals and objectives:
 - Goal 1: Camp Q and Culture Crafts Programming
 1. Plan and develop a program for the 25th anniversary celebration and continued craft nights.
 2. After Camp Q, review evaluations and create action plans for the upcoming year.
 - Goal 2: Expansion of Camp Q
 1. Order and manage supplies for both Camp Q and Culture craft nights.

Application Findings/Other Information:

- Application was on time;
- All application requirements were met; Letters of Support are optional;

FY23 City of Unalaska Community Support Grant Application Review Summary Sheet

Organization Name: Qawalangin Tribe of Unalaska (Food Bank)

Q-Tribe Food Bank is requesting 103,236.60 more than it received in FY22 to support the purchase of on-island meat and seafood/fish products.

FY22 Award	Amounts	FY23 Request	Amounts
Personal – Salaries / Benefits	\$ 36,710.00	Personnel – Salaries & Benefits	\$ 42,335.34
Facilities	\$ 9,600.00	Facilities	\$ 7,350.00
Program Cost	\$ 9,000.00	Program Costs/Supplies	\$ 4,100.00
Equipment	\$ 2,225.00	Commodities	\$ 65,000.00
Commodities	\$ 30,000.00	Miscellaneous (Fundraising Overhead)	\$ 44,451.26
Training	\$ 200.00		
Miscellaneous	\$ 42,116.07		
Total FY22 Request	\$ 129,857.07	Total FY23 Request	\$ 163,236.60
Total FY22 Award	\$ 60,000.00		

Application Highlights

- The Qawalangin Tribe of Unalaska (QTU, Tribe) recognizes the barriers some Unalaskans face regarding accessing consistent, culturally significant, and nutritious food. The cost of living in Unalaska is higher than most other communities in the nation, which leaves many residents struggling to meet their basic needs. Exacerbating that reality, the continuation of the COVID-19 pandemic has caused more people to seek hunger relief and other financial services to get by.
- The Tribe has procured seed funding to develop Unalaska’s first "official" food bank. This program, in partnership with the Aleutian Housing Authority and the City of Unalaska, will provide food to individuals and families experiencing intermittent or chronic food insecurity. In addition to meeting the basic hunger needs of Unalaskans, the Unalaska Food Bank will seek to provide nutritious food not often available in hunger relief services.
- Since the Tribe applied for funding to develop the food bank, QTU staff have been in contact with USAFV staff about the project. QTU staff remain in regular contact with USAFV regarding common goals and services and plan to work collaboratively to meet the needs of Unalaskans. We look forward to future opportunities to work together and to be able to support USAFV in any way we can.
- Goal: To provide consistent, culturally significant, nutritious foods to people experiencing food insecurity in Unalaska.
 - Objective: QTU Food Bank will provide a comprehensive range of food products including seafood, perishables, and non-perishables to meet the needs of people experiencing food insecurity in Unalaska.

Application Findings/Other Information:

- Application submitted on time.
- All application requirements were met. Letters of Support are optional.

FY23 City of Unalaska Community Support Grant Application Review Summary Sheet

Organization Name: Rusting Man Foundation

This is the first year this organization has applied.

FY23 Request	Amounts
Casting of Bronze Statues in Czech Republic	\$ 200,000.00
Transportation from Czech Republic to Unalaska	\$ 37,500.00
Advertising	\$ 12,500.00
Total FY23 Request	\$ 250,000.00

Application Highlights

- The Rusting Man Foundation is established to promote art in rural Alaska Communities, especially among young people and to build a Fishermen Memorial in Unalaska/Dutch Harbor to honor fishermen lost to the sea.
- RMF seeks to promote art among young people in our community, especially high school students, by bringing them to different workshops and making them to be able to participate in creating their own art projects as well as help with the Fishermen Memorial Project.
- Fundraising will make up the remainder of the \$500,000 project budget. RMF has already begun fundraising and has already received \$5,000 from Norton Sound Economic Development Corporation and \$50,000 from the Ounalashka Corporation.

Application Findings/Other Information:

- All application requirements were met. Letters of Support are optional;

FY23 City of Unalaska Community Support Grant Application Review Summary Sheet

Organization Name: Unalaska Community Broadcasting (UCB)

UCB is requesting \$2,650 than in FY22 to help cover inflation and cost of living increases.

City In kind Contributions: Studio and Office space in Burma Road Chapel

FY21 Award	Amounts	FY23 Request	Amounts
General Manager	\$ 35,380.00	Personnel – Salary & Benefits	\$ 53,100.00
Arts & Culture - Producers	\$ 5,800.00	Facilities	\$ 12,500.00
General Manager - Benefits	\$ 7,047.00	Development	\$ 11,900.00
Payroll-FICA	\$ 2,790.00	Administration	\$ 31,500.00
Facilities	\$ 12,500.00		
Development	\$ 11,450.00		
Administration	\$ 32,798.00		
Total FY22 Award	\$ 106,350.00	Total FY23 Request	\$ 109,000.00

Application Highlights

- KUCB has received local grant funding since we split off from the City of Unalaska and became an independent nonprofit in 1984. The City has historically funded us in order to bring crucial news and information to the community. In the coming year, we will continue to rely on City of Unalaska funding.
- Longtime operational grants also include federal funding (through the Corporation for Public Broadcasting) and state funding (through the Alaska Public Broadcasting Commission). Unfortunately, state funding was cut to all public media stations in 2019. Each year since then, funding is added back into the budget by the legislature and vetoed by the governor. We are hopeful that the funding will be restored in the future.
- In the meantime, KUCB has diversified our funding stream. We have been very successful with new grants to fund reporting positions including ProPublica and Report for America. We have also increased cash income by selling news content and providing production work for hire. We've reduced our broadcasting costs down to the lowest possible levels.
- KUCB has a long history of providing public media in Unalaska. Changes in technology have expanded available platforms for the news and information that our organization provides, and we monitor trends in order to reach our audience wherever they find information. A clear workflow allows us to manage a great deal of content with a small staff and we do as much as we possibly can with the resources available.
 - We are a part of a consortium of public media stations called CoastAlaska. They handle financial work including: accounts payable and receivable, reporting, and payroll. This partnership allows local staff to focus on content.
 - CoastAlaska also provides engineering support. Engineers have remote access to our equipment and they make annual trips to Unalaska.
 - Our reporters provide news and public affairs programming on all of our platforms (TV, radio, and the web). They write and research local news, produce newscasts for broadcast, update our online platforms, bring Unalaska's news to a statewide audience, and provide broadcasts of municipal meetings.
 - Multimedia producers create music and entertainment programming, community event updates, health and wellness information, live sports coverage, the About of the Town section of our website, local public service messages and our community calendar.

- Staff and volunteers fall under the leadership of our General Manager, who also takes the lead on program development, fundraising, radio and television operations, volunteer training, and events.
- KUCB has local DJs on the air seven days a week.
- All staff and board members assist with fundraising and special events

Application Findings/Other Information:

- Application submitted on time;
- All application requirements were met. Letters of Support are optional;

FY22 City of Unalaska Community Support Grant Application Review Summary Sheet

Organization Name: Unalaskans Against Sexual Abuse and Family Violence (USAFV)

USAFV is requesting less than requested in FY22.

FY22 Award	Amounts	FY22 Request	Amounts
Personnel-Salaries	\$ 123,852.00	Personnel-Salaries	\$ 122,648.00
Personnel-Benefits	\$ 28,135.00	Personnel-Benefits	\$ 31,016.00
Payroll Expenses	\$ 21,503.00	Payroll Expenses	\$ 22,507.00
Facilities	\$ 14,250.00	Facilities	\$ 9,724.00
Program Costs/Supplies	\$ 15,500.00	Program Costs/Supplies	\$ 15,500.00
Equipment	\$ 3,000.00	Equipment	\$ 3,000.00
Commodities	\$ 21,833.00	Commodities	\$ 21,833.00
Travel	\$ 6,775.00	Travel	\$ 6,775.00
Training	\$ 2,500.00	Training	\$ 2,500.00
Personal Services	\$ 11,610.00	Personal Services	\$ 11,610.00
Other/Misc.	\$ 3,500.00	Other/Misc.	\$ 3,500.00
Total FY21 Award	\$ 252,457	Total FY22 Request	\$ 237,457

Application Highlights

- USAFV is requesting \$237,457.00 from the City to fund salaries, benefits, facilities, program costs/supplies, equipment, commodities, travel, training, professional services and other/miscellaneous expenses.
- Documentation around the world has demonstrated that under the conditions provided by COVID-19 (isolation, financial insecurity, etc.) rates of domestic violence, including child and elder abuse, have been rising. Unlike some shelters USAFV has not experience an increase in peoples seeking immediate shelter. Over the last year USAFV has experienced increase in demand for food assistance and, especially, for homeless prevention services for those negatively impacted by COVID-19 shutdowns.
- USAFV has operated a 24-hour crisis line and a shelter for survivors of domestic violence, sexual assault, child or elder abuse, stalking, incest and others in crisis. USAV provides crisis intervention, shelters women and men due to abuse, homelessness, or being stranded, assist with safety planning, legal, criminal, medical and other systems advocacy, information, referrals, food assistance, emergency transportation, education, and outreach services.
- USAFV serves all members of the community. USAFV provides shelter and assistance for those in need either at the center or at facilities other than USAFV.
- Because of their long history in the community USAFV is viewed as a “catchall” for people in crisis. Because of this USAFV is often the first point of contact for people in crisis. No matter what the problem, when people call upon USAFV they do their best to support them in accessing the resources and services they need.
- USAFV has a full-tome staff of three people, including the Executive Director. All staff members answer the crisis line and rotate being on 24-hour call. Even with a small staff USAFV provides consistent and reliable services.
- USAFV works closely with other agencies in the community, such as APIA, IFHSBH, DPS, faith-based organizations, etc., to refer people to the appropriate agency for assistance. USAFV has a long history of collaboration with other local agencies and led the way in establishing the Unalaska Interagency Cooperative (UIC), an informal group that meets for the sole purpose of sharing information, resources and coordinating services to the community

- USAFV operates as Unalaska's food bank providing hundreds of food boxes to individuals and families every year. When boats or other entities donate large quantities of food, USAFV ensures it is distributed throughout the community to those groups and individuals who need it the most.
- USAFV recognizes that outreach and education are the keys to preventing future violence and creating a safer community and to that end focus on outreach and education whenever funding and staffing allows.

- **Application Findings/Other Information:**

- Application submitted on time;
- Applicant has attended a recent city grant workshop;
- All application requirements were met. Letters of Support are optional;

FY23 City of Unalaska Community Support Grant Application Review Summary Sheet

Organization Name: Unalaska Senior Citizens (USC) – Nutrition & Transportation Services

USC is requesting the same amount awarded in FY22.

FY21 Award	Amounts	FY22 Request	Amounts
Program Director (FT)	\$ 18,590.00	Program Director (FT)	\$ 19,435.00
Program Director (FT)	\$ 18,590.00	Program Director (FT)	\$ 18,590.00
Homemaker (FT)	\$ 1,140.00	Homemaker (FT)	\$ 1,140.00
Payroll and Taxes (9.28%)	\$ 3,330.75	Payroll and Taxes (9.28%)	\$ 3,802.92
Workman's Comp	\$ 1,532.80	Workman's Comp	\$ 1,836.00
Communications	\$ 600.00	Communications	\$ 450.00
Congregate Meals	\$ 8,162.50	Congregate Meals	\$ 8,000.00
Congregate Food Services Supplies	\$ 2,162.50	Congregate Food Services Supplies	\$ 1,150.75
Transportation Cost	\$ 675.00	Transportation Cost	\$ 785.00
Office Supplies	\$ 70.23	Office Supplies	\$ 263.36
Annual Audit	\$ 4,000.00	Annual Audit	\$ 2,000.00
Bookkeeping	\$ 5,771.22	Bookkeeping	\$ 5,771.22
Insurance (vehicle, General Liability, etc.)	\$ 375.00	Insurance (General Liability, etc.)	\$ 575.00
		Community Outreach	\$ 150.00
		Insurance, Vehicle	\$ 1,051.50
Total FY22 Award	\$ 65,000.00	Total FY22 Request	\$ 65,000.00

Application Highlights

- USC requests the same amount as requested and awarded in FY22.
- The Unalaska Senior Citizens (USC) mission is to provide Nutrition, Transportation and Support services; promote the health and well-being of the senior citizens of Unalaska; assist in their ability to live independently and remain active in the community.
- This request is for the nutrition and transportation program and will fund salaries, facilities, program costs, office supplies and professional services. The nutrition and transportation program is primarily funded through the City of Unalaska Community Support Grant funds and the State of Alaska, with minimal Federal dollars. USC also receives generous donations and contributions from local businesses, other non-profits and local residents.
- During the Covid-19 pandemic USC staff has worked with the Qawalangin Tribe to provide weekly groceries to residents of the Father Ishmael Gromoff Senior Center to mitigate the centers exposure to the virus. Another example is the help that the IFHS and APIA Clinics provide with health care presentations, free blood pressure checkups, blood sugar screenings and flu shots. USC assists other agencies in the community by offering accessible transportation to handicapped individuals younger than age 60 and has provided access to the van for large group transportation upon request.
- Unalaska Senior Citizens has a small but dedicated staff of two full-time Program Directors, a contracted Bookkeeper and a part-time Homemaker. Staff is evaluated annually by the program directors. Since the training in 2019 there have been changes to our program staffing and Board and we hope to seek out new training opportunities as soon as the pandemic is over.
- The Unalaska Senior Citizens serves all senior citizens age 60 and over, specifically targeting those socially and economically challenged.

- In addition to helping the qualifying members of our community, USC extends services to senior citizens visiting from other parts of Alaska and the US. The Congregate Lunch Program is also available to those under the age of 60, at a cost of \$8.00 per meal, to promote interactions with community members of all ages. The benefits of serving lunch five days a week have proven to be multiple, not only are our seniors receiving nutritional meals on a regular basis, but we have seen an increase in their level of participation in all events and improvements to their overall quality of life.
- **Nutritional Services:** Nutritional Services is the primary service that USC offers. The lunch program assists senior citizens in meeting nutritional needs by providing them with meals five days a week that meets 1/3 of their daily dietary allowance. Meals will be served at the Father Ishmael Gromoff Senior Center at a minimum of 260 days out of the year. Home delivered meals will continue, but the Congregate meal program has re-opened. The meals are prepared and purchased from UniSea Galley at a cost of \$5.00 per meal.
- Unalaska Senior Citizens works closely with other community entities for volunteerism and donations including: **Ounalashka Corporation** provides financial support and promotes awareness of the organization and programs available among OC shareholders.

IFHS provides yearly flu shots and speakers on nutrition, behavioral health and other educational workshops as well as monthly blood pressure and blood sugar checks.

APIA provides speakers on nutrition, behavioral health and other educational workshops. They offer senior citizens yearly flu shots during the fall months in addition to blood pressure checks. APIA also hosts the Elder Tea event each month.

Qawalangin Tribe refers Alaska Natives and American Indians to our organization as well as organizes cultural activities, donates food and other in-kind items for gatherings and provides volunteer help with the lunch program.

USAFV often coordinates the receipt and distribution of food donations from fishing vessels. They refer people to our organization along with offering educational materials on senior citizen abuse and other issues faced by seniors and their families.

Ballyhoo Lions Club provides financial assistance to senior citizens in need.

Aleutian Housing Authority provides Unalaska Senior Citizens with in-kind rent for offices, use of a jointly owned kitchen and the common room for the congregare lunches, craft sessions, lecture/workshops and social gatherings. Donations of labor, free maintenance of the kitchen equipment, upkeep of the common area, electricity and heat are also provided.

UniSea, a major seafood processing plant, provides meals at discounted cost of \$5.00 per meal.

Safeway grocery store donates bread, cakes and other food items several times during the year and offers a senior citizens' discount to seniors shopping at the store.

Unalaska Community Broadcasting provides coverage of special events, as well as free advertising of upcoming events and programs taking place for seniors.

PCR works with USC staff to create programs for senior citizens. The pool has been used by seniors for recreational and fitness activities. The PCR facilities are provided at no cost to the seniors.

Application Findings/Other Information:

- Application submitted on time;
- All application requirements were met. Letters of support are optional;
- All FY22 reporting has been timely and is current.

FY22 City of Unalaska Community Support Grant Application Review Summary Sheet

Organization Name: Unalaska Visitors Bureau (UVB)

UVB is requesting the same amount as FY22.

FY21 Award	Amounts	FY22 Request	Amounts
Executive Director FT	\$ 60,000.00	Executive Director FT	\$ 63,000.00
Operations Assistant PT	\$ 30,000.00	Operations Assistant PT	\$ 30,000.00
Seasonal Employees	\$ 6,000.00	Student Intern/Seasonal Employees PT	\$ 3,000.00
Executive Director - Benefits	\$ 4,000.00	Executive Director - Benefits	\$ 4,000.00
Payroll Taxes	\$ 10,500.00	Payroll Taxes	\$ 10,000.00
Rent	\$ 15,000.00	Rent	\$ 15,000.00
Communications	\$ 3,500.00	Communications	\$ 2,000.00
Utilities/Telephone/Internet	\$ 6,500.00	Utilities/Telephone/Internet	\$ 5,500.00
Insurance	\$ 5,000.00	Insurance	\$ 5,000.00
Program Supplies	\$ 3,500.00	Program Promotion Materials	\$ 2,500.00
Printing & Media	\$ 5,000.00	Printing & Media	\$ 5,000.00
Community Outreach	\$ 3,200.00	Community Outreach	\$ 3,000.00
Advertising & Destination Marketing	\$ 10,000.00	Advertising & Destination Marketing	\$ 12,000.00
Dues/Fees/Subscriptions/ Conference Registration	\$ 2,000.00	Dues/Fees/Subscriptions/ Conference Registration	\$ 2,000.00
Equipment purchase/Maintenance	\$ 4,000.00	Equipment purchase/Maintenance	\$ 2,500.00
Office Supplies	\$ 2,000.00	Office Supplies	\$ 1,500.00
Travel	\$ 4,500.00	Travel	\$ 4,500.00
Training	\$ 4,000.00	Training	\$ 4,000.00
Audit	\$ 7,000.00	Audit	\$ 7,000.00
Bookkeeper	\$ 11,000.00	Bookkeeper	\$ 11,000.00
Brochures – Visitors Guide	\$ 10,000.00	Brochures 2023-2024 Visitors Guide	\$ 10,000.00
Website	\$ 2,000.00	Website	\$ 2,000.00
Other/Misc. - Fundraising Overhead	\$ 1,300.00	Other/Misc. - Fundraising Overhead	\$ 4,000.00
Total FY21 Award	\$ 210,000.00	Total FY22 Request	\$ 210,000.00

Application Highlights

- The Unalaska/Port of Dutch Harbor Convention & Visitors Bureau (Unalaska Visitors Bureau) is established to promote and encourage tourism and to support the development and sustainability of tourism infrastructure in the Unalaska/Port of Dutch Harbor region.
- The UVB is the sole entity that promotes and encourages travel to Unalaska. UVB works closely with multiple businesses, as well as the City of Unalaska, to successfully draw attention to our island for future visitors as well as potential community members.
- Staff is trained through on-the-job training, and also attend conventions or conferences when able. The E.D. continues to mentor staff on policy, procedures and providing excellent customer service. The UVB Board and staff have yearly board training in addition to access for online training through The Foraker Group.
- We predominantly gauge our success through our ability to attain our goals: financial, partnerships (number of memberships, strength of business and industry relationships), event turnout, and variety of what we can offer visitors to the island. We further measure our success through community, business, partner, and visitor feedback or critique.

- UVB’s main mission is to encourage tourism in Unalaska through promotion of our region. There is no other organization that works to market Unalaska nor provides the services that UVB provides for the community. UVB serves the residents of Unalaska, 5,000+ transient workers, business travelers, visiting friends and families, cruise ship and ferry passengers, scientific researchers, and other travelers who choose Unalaska as their destination.
- A majority of our marketing targets travelers, but the entire community is able to benefit from our various efforts to promote travel to Unalaska
- **Goal I:** Develop a formal and comprehensive scope of work, including a marketing plan for potential travel markets.
 - Objective 1.1:** Update UVB’s strategic plan and include a marketing plan
 - Objective 1.2:** Create a “catalogue” for advertising, marketing, and sponsorship opportunities for local businesses and tourism supporters.
 - Objective 1.3:** Identify the most appropriate advertising outlets for Unalaska. Heighten UVB’s marketing presence online and print or interactive media throughout the state.
 - Objective 1.4:** Identify and connect with local influencers to help promote Unalaska as a destination.
- **Goal II:** Gather data related to travel & tourism in the Unalaska region.
 - Objective 2.1:** Work with entities such as SWAMC and ATIA to collect past Southwest travel & tourism data and work with them to update the data
 - Objective 2.2:** Connect with companies such as Miles Partnership and/or McKinley Research Group to create ways to collect visitor data
 - Objective 2.3:** Collect data online and in-person. Work with the City of Unalaska, local airlines and charter companies, the AMHS, and cruise lines to gather data from visitors.
 - Objective 2.4:** Create a visitor form to be distributed on Ravn, passenger charter flights, and AMHS to gather information about travelers coming to Unalaska not on cruise ships. Potentially work with the DOT on the Airport Masterplan project to create a partnership for collecting travel data from passenger flights.
- **Anticipated Impact:** By obtaining historical and new travel and tourism data for the Unalaska region, we can better understand what tourism has looked like and could look like in the region. The data will also help support our marketing programs by giving us direction within our marketing plan and allowing it to be data-driven.
- The most significant change is our office location. Program changes will reflect in our move towards proving virtual and online events.

Application Findings/Other Information:

- Application submitted on time;
- All application requirements were met. Letters of Support are optional;

From: [Chris Price](#)
Sent: Monday, April 4, 2022 11:21 AM
To: [Bil Homka](#); [JR Pearson](#); [Cameron Dean](#); [Erin Reinders](#)
Cc: [Tanaya Horne](#); [Robin Stepetin](#)
Subject: Food Bank Application with the City of Unalaska has been rescinded

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning, the tribe would like to inform the City of Unalaska that we are rescinding our 2022-23 application through the City's Grant in Aide Program, for the Management of the Unalaska Food Bank. Due to several extenuating circumstances, we will not be pursuing managing the food bank in its current form. There are many reasons for our decision to not move ahead with this application, mostly the reasons are financial and administrative in nature. We respect your time and consideration of our request. All funds for this year's Food Bank grant 21-22 will be spent by the June deadline in accordance with the grant conditions. Please rescind our application for the Unalaska Food Bank. Best regards, Chris

Chris Price
CEO
Qawalangin Tribe of Unalaska
chris@gawalangin.com
907-581-2920 office
907-359-3515 cell

MEMORANDUM TO COUNCIL

To: Mayor and City Council Members
 From: Marjie Veeder, City Clerk
 Through: Erin Reinders, City Manager
 Date: April 12, 2022
 Re: Liquor License Renewal Application - The Norwegian Rat Saloon

SUMMARY: Liquor licenses must be renewed with the State of Alaska every two years. Council reviews the renewal applications and determines whether or not the City, as the local governing body, will protest renewal of the licenses. M&M Holdings LLC, doing business as The Norwegian Rat Saloon, has applied to renew their liquor license. Staff recommends no protest.

PREVIOUS COUNCIL ACTION: Council reviews liquor license renewals as they are submitted to us by the state. Council discussed protesting specific license renewals in the past due to delinquent utility bills but did not file any protests. In 2010 Council protested the renewal of a liquor license due to delinquent sales tax, property tax and utility bills, and because the business had no physical location due to fire.

BACKGROUND: AS 04.11.400 defines the distribution of liquor licenses based on population and location:

- For every 1,500 or fraction thereof in population, one restaurant/eating place license is authorized. Such licenses allow the establishment to serve only beer and wine.
- For every 3,000 or fraction thereof of population, one beverage dispensary license is authorized and one package store license is authorized.
- Beverage dispensary and restaurant/eating place licenses that are designated as tourism, convenience or airport do not count as licenses based on population.

The City of Unalaska has the following breakdown of licenses authorized:

Establishment	License Type	Explanation
Alaska Ship Supply	Package Store	One of two package store licenses allowed by population
Harbor View Liquor Store	Package Store	One of two package store licenses allowed by population
Dutch Harbor Fast Food	Restaurant/Eating Place	One of three restaurant/eating place licenses allowed by population
Amelia's Restaurant	Restaurant/Eating Place – Public Convenience	Restaurant/Eating Place – Public Convenience is not counted in population per AS 04.11.400(g)
Airport Restaurant & Lounge	Beverage Dispensary – Tourism	Beverage Dispensary – Tourism is not counted in population per AS 04.11.400(d)(2)
Grand Aleutian Hotel	Beverage Dispensary – Tourism	Beverage Dispensary – Tourism is not counted in population per AS 04.11.400(d)
Grand Aleutian Hotel Chart Room	Beverage Dispensary – Tourism Duplicate	Beverage Dispensary – Tourism is not counted in population per AS 04.11.400(d)
Harbor View Bar & Grill	Beverage Dispensary – Tourism	Beverage Dispensary – Tourism is not counted in population per AS 04.11.400(d)
Harbor Sushi	Beverage Dispensary	One of the two beverage dispensary licenses allowed by population
Norwegian Rat Saloon	Beverage Dispensary	One of the two beverage dispensary licenses allowed by population

DISCUSSION: The Norwegian Rat Saloon applied for renewal of their beverage dispensary liquor license. The business is current in reporting and payment of sales tax, tobacco excise tax and property tax, and is current in their utility payments.

Council also considers the number of public safety calls made to an establishment each year, which are summarized below. Unalaska’s Police Chief has no concern about the renewal of this liquor license.

Location
Norwegian Rat Saloon

Type of Incident	2020	2021
Assault	2	3
Disorderly Conduct	0	3
DUI	0	1
Release Conditions	1	2
Suspicious Person/Activity	0	0
Theft	2	1
Trespass	1	4
Assistance Rendered	0	0
Welfare Check	0	0
Public Safety	0	0
Fire Response	0	0
Ambulance Request	0	0
Burglary	0	0
Animal	0	0
Domestic Disturbance	0	0
Drunk Disturbance	0	1
Lost Property	0	0
Liquor Law Violation	0	0
Warrant Arrest	0	0
Harassment	0	1
Vehicle Theft	0	2
MVA Damage	1	0
Total	7	18

ALTERNATIVES: Council may choose to protest the license renewal, but must provide the applicant an opportunity to present a defense to the protest at a future council meeting. This must be accomplished no later than May 23, 2022.

FINANCIAL IMPLICATIONS: Loss of tax revenue if a license is not renewed.

LEGAL: None

STAFF RECOMMENDATION: Staff recommends no protest.

PROPOSED MOTION: No action is necessary unless Council wishes to lodge a protest.

CITY MANAGER’S COMMENTS: I support staff’s recommendation of no protest.

ATTACHMENTS: Notice to Local Governing Body regarding renewal application



March 22, 2022

Sitka City and Borough
ViaEmail: mveeder@ci.unalaska.ak.us

Re: Notice of 2022/2023 Liquor License Renewal Application

License Type:	Beverage Dispensary	License	5264
Licensee:	M & M Holdings LLC		
Doing Business As:	The Norwegian Rat Saloon		

We have received a completed renewal application for the above listed license (see attached application documents) within your jurisdiction. This is the notice required under AS 04.11.480.

A local governing body may protest the approval of an application(s) pursuant to AS 04.11.480 by furnishing the director **and** the applicant with a clear and concise written statement of reasons for the protest within 60 days of receipt of this notice, and by allowing the applicant a reasonable opportunity to defend the application before a meeting of the local governing body, as required by 3 AAC 304.145(d). If a protest is filed, the board will deny the application unless the board finds that the protest is arbitrary, capricious, and unreasonable.

To protest the application referenced above, please submit your written protest within 60 days, and show proof of service upon the applicant and proof that the applicant has had a reasonable opportunity to defend the application before a meeting of the local governing body.

Sincerely,

Glen Klinkhart, Director
amco.localgovernmentonly@alaska.gov

CITY OF UNALASKA
UNALASKA, ALASKA

RESOLUTION 2022-11

A RESOLUTION OF THE UNALASKA CITY COUNCIL DECLARING THE CAPTAINS BAY ROAD PAVING AND UTILITY EXTENSION PROJECT AS THE CITY OF UNALASKA'S NUMBER ONE FUNDING PRIORITY

WHEREAS, State and Federal monies are available under a variety of programs for the purpose of creating and promoting the planning and development of transportation projects in Alaska; and

WHEREAS, the City of Unalaska is eligible to submit applications for State and Federal grants such as the Alaska Department of Transportation and Public Facilities (ADOT&PF) Community Transportation Program and the newly issued Federal RAISE program for the Captains Bay Road Paving and Utility Extension Project in Unalaska, Alaska; and

WHEREAS, the City of Unalaska is continuing to participate as an eligible project sponsor in the ADOT&PF Community Transportation Program; and

WHEREAS, the Unalaska City Council acknowledges availability of the required match of up to 20%, and

WHEREAS, the City of Unalaska has engaged the assistance of consulting firm of HDR to identify and complete applications for State and Federal grants on the City's behalf.

NOW THEREFORE BE IT RESOLVED by the Unalaska City Council that:

The City of Unalaska hereby declares the Captains Bay Road Paving and Utility Extension Project as their number one funding priority; and

The Unalaska City Council authorizes the City Manager to sign and submit grant applications on behalf of the citizens of the City of Unalaska; and

The City of Unalaska hereby assures that sufficient funding for the City of Unalaska's matching contribution for the Captain's Bay Road Paving and Utility Extension Project is available; and

The City of Unalaska hereby assures that the City of Unalaska will commit to ownership, maintenance and operations responsibilities, and that sufficient funding for the Captain's Bay Road Paving and Utility Extension Project will be available for the life of the project; and

The Unalaska City Council supports the Captains Bay Road Paving and Utility Extension Project and agrees, subject to funding and programming, to enter into a memorandum of agreement with the State of Alaska DOT&PF or US DOT, in accordance with 17 AAC 05.175(l), for the design, construction, transfer, or maintenance of a project pertaining to the Captains Bay Road Paving and Utility Extension Project.

PASSED AND ADOPTED by a duly constituted quorum of the Unalaska City Council on April 12, 2022.

Vincent M. Tutiakoff, Sr.
Mayor

ATTEST:

Marjie Veeder, CMC
City Clerk

MEMORANDUM TO COUNCIL

To: Mayor and City Council Members
From: Tom Cohenour, Director, Department of Public Works
Through: Erin Reinders, City Manager
Date: April 12, 2022
Re: Resolution 2022-11: Declaring the Captains Bay Road Paving and Utility Extension Project as the City of Unalaska's Number One Funding Priority

SUMMARY: Resolution 2022-11 will publicly declare the Captains Bay Road Paving and Utility Extension Project as the City's number one funding priority. The Resolution will be included with upcoming grant applications.

PREVIOUS COUNCIL ACTION: Council adopted the FY19 Capital & Operating Budget Ordinance 2018-04 on May 22, 2018, which provided \$250,000 in initial funding for this Project. Council approved HDL Engineering as the designer of the Project via Resolution 2018-48 on July 10, 2018. Ordinance 2018-08, Budget Amendment No. 1 to the FY19 budget, appropriated \$1,000,000 on July 24, 2018, for the Project. Resolution 2019-15, adopted April 9, 2019, declared this Project as the City's number one State funding priority. The FY20 Capital & Operating Budget Ordinance 2019-07, adopted May 28, 2019, appropriated another \$750,000 to the Project budget. On August 24, 2021, Council approved Resolution 2021-56, awarding the preparation of a Cost/Benefit Analysis to HDR Engineering, Inc.

BACKGROUND: Several years ago, this project was conceived as a paving only project. It quickly became evident that storm drainage upgrades were necessary. Shortly thereafter, water, sewer, and electric upgrades were added. Then a sidewalk and street lights were deemed desirable. Project evolution of this nature is often referred to as scope creep. When preliminary design was developed and a cost estimate arrived at, the total project cost was in the \$90 million range. Scope was dialed back reducing the cost to \$54 million and then to \$35 million. Scope changes were primarily related to the roadway alignment by reducing design speed and moving alignment closer to the existing driven surface thereby reducing the need for ocean fill and extreme rock cliff cuts.

Internal discussions with granting agencies and DOT-connected engineers clarified the prudence of breaking out utilities as stand-alone projects and having the roadway paving and storm drainage as a stand-alone project. The recent cost-benefit analysis conducted by HDR also illustrated the need for a more focused project scope to improve likelihood of receiving a grant.

The Community Transportation Program (CTP) is a subset of the Statewide Transportation Improvement Program (STIP). The City applied for the CTP grant in September 2019 but was denied primarily because of the high dollar amount. Our State Planner, Marchetta Mounton, counseled us to phase the project to reflect smaller dollar amounts, which has been done and will be reflected in upcoming grant applications. Even as the statewide backlog of nominated projects dwindles and additional funding has become available, fiscal uncertainty affecting both the federal aid program and state funding continue to drive the Alaska Department of Transportation and Public Facilities (ADOT&PF) to make very conservative funding projections into the near future and narrow the focus of the CTP. Therefore, the upcoming project nomination opportunity will again be solicited with uncertainty regarding the amount of funding available.

DISCUSSION: The CTP project nomination opportunity will have two sets of criteria: Urban and Rural, and Remote. Communities not connected to the continental road network by road or ferry will use the Remote Projects Criteria. The 17 page CTP Project Scoring Criteria guide has very specific language that must be included in the resolution. The attached Resolution 2022-11 utilizes the template provided by the ADOT&PF which contains the specific language they require. The STIP application, which is due at a TBD date in the fall of 2022, will contain our phased project plan, revised scope, new cost estimate, indication of funding match by the City (typically 10% - 20%), and updated resolution declaring this project as the City's number one funding priority, all of which will increase our chances of receiving a grant.

HDR is presently working on a Rebuild American Infrastructure with Sustainability and Equity (RAISE) grant application on behalf of the City which is due April 14, 2022 via online submission to Grants.gov. The RAISE discretionary grant program provides an opportunity for the US DOT to invest in road, rail, transit and port projects. The RAISE program allows project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional US DOT programs.

On March 22, 2022, the US Secretary of Transportation, Pete Buttigieg, issued a Notice of Funding Opportunity (NOFO). The purpose of the NOFO is to solicit applications for three funding opportunities: National Infrastructure Project Assistance (MEGA), Nationally Significant Multimodal Freight and Highways Projects (INFRA), and Rural Surface Transportation Program (RURAL). This combined solicitation allows applicants to apply for all three funding opportunities by submitting only one application. It also aims to enable the Department to proactively assist project sponsors in matching projects with the most appropriate grant program(s) and facilitate individual projects in potentially receiving funding from multiple grant programs.

Funds for MEGA, INFRA, and RURAL funding opportunities will be awarded on a competitive basis for surface transportation infrastructure projects including highway, bridge, passenger rail, grade crossings, wildlife crossing, public transportation, marine highway and freight projects which will improve and expand the surface transportation infrastructure in rural areas. Application deadline is May 23, 2022.

We are presently working towards five different grant opportunities. Grants typically require matching funds of 10% - 20%. Depending on which of the grant applications are successful, a match would be required. Higher match contributions by the City would significantly improve the likelihood of a successful grant. If any grant application results in an offer of award, Council will approve the match amount as well as approve acceptance of the grant.

ALTERNATIVES: Council could choose to postpone support for this resolution, however, that will significantly reduce the City's chances to receive funding for the Captains Bay Road Paving and Utility Extension Project.

FINANCIAL IMPLICATIONS: There are no costs or fees to submit the various grant applications other than staff time. Grants typically require matching funds of 10% - 20%. Depending on which of the grants we are successful at, a match up to \$4,000,000 would be required. Higher match contributions by the City would significantly improve the likelihood of a successful grant. If any grant application results in an offer of award, Council will approve the match amount as well as approve acceptance of the grant.

LEGAL: None.

STAFF RECOMMENDATION: Staff recommends adoption of Resolution 2022-11 and feels it is very prudent to do so.

PROPOSED MOTION: I move to adopt Resolution 2022-11.

CITY MANAGER COMMENTS: I support Staff's Recommendation.

ATTACHMENTS: US DOT Notice of Funding Opportunities

DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

Notice of Funding Opportunity for the Department of Transportation's Multimodal Project Discretionary Grant Opportunity

AGENCY: Office of the Secretary of Transportation, U.S. Department of Transportation

ACTION: Notice of Funding Opportunity (NOFO)

Multimodal Project Discretionary Grant Opportunity (MPDG)

SUMMARY: The purpose of this notice is to solicit applications for three funding opportunities: the National Infrastructure Project Assistance grants program (Mega), the Nationally Significant Multimodal Freight and Highways Projects grants program (INFRA), and the Rural Surface Transportation Grant program (Rural). While applicants can choose to apply for only one grant program, this combined solicitation will allow applicants to apply for two, or all three of these funding opportunities by submitting only one application. It also aims to better enable the Department to proactively assist project sponsors in matching projects with the most appropriate grant program(s) and facilitate individual projects in potentially receiving funding from multiple grant programs. Funds for the INFRA, Mega, and Rural funding opportunities will be awarded on a competitive basis for surface transportation infrastructure projects – including highway and bridge, intercity passenger rail, railway-highway grade crossing or separation, wildlife crossing, public transportation, marine highway, and freight projects, or groups of such projects – with significant national or regional impact, or to improve and expand the surface transportation infrastructure in rural areas.

DATES: Applications must be submitted by 11:59 p.m. EDT on May 23, 2022. The Grants.gov “Apply” function will open by March 25, 2022.

ADDRESSES: Applications must be submitted through www.Grants.gov. Only applicants who comply with all submission requirements described in this notice and submit applications through www.Grants.gov on or before the application deadline will be eligible for award.

FOR FURTHER INFORMATION CONTACT: For further information regarding this notice, please contact the Office of the Secretary via email at MPDGrants@dot.gov, or call Paul Baumer at (202) 366-1092. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, up to the application deadline, the U.S. Department of Transportation (Department) will post answers to common questions and requests for clarifications on the Department's website at <https://www.transportation.gov/grants/mpdg-frequently-asked-questions>.

SUPPLEMENTARY INFORMATION:

The organization of this notice is based on an outline set forth in Appendix I to title 2 of the Code of Federal Regulations (CFR) Part 200 to ensure consistency across Federal financial assistance programs. However, that format is designed for locating specific information, not for linear reading. For readers seeking to familiarize themselves with how the Multimodal Project Discretionary Grant (MPDG) combined application process will work, the Department recommends starting with Section A (Program Description), which describes the Department's goals for the MPDG common application and purpose in making awards, and Section E (Application Review Information), which describes how the Department will select among eligible applications for each of the three funding opportunities. Those two sections will provide appropriate context for the remainder of the notice: Section B (Federal Award Information) describes information about the size and nature of awards; Section C (Eligibility Information) describes eligibility requirements for applicants and projects; Section D (Application and

Submission Information) describes in detail how to apply for an award; Section F (Federal Award Administration Information) describes legal requirements that will accompany awards; and Sections G (Federal Awarding Agency Contacts) and H (Other Information) provide additional administrative information.

Table of Contents

- A. Program Description
 - 1. Overview
 - 2. Changes from the FY 2021 INFRA NOFO
 - 3. Additional Information
- B. Federal Award Information
 - 1. Amount Available
- C. Eligibility Information
 - 1. Eligible Applicants
 - 2. Cost Sharing or Matching
 - 3. Eligible Projects
 - 4. Eligible Project Costs
 - 5. Project Requirements
 - 6. Definition of Rural and Urban Areas
 - 7. Areas of Persistent Poverty and Historically Disadvantaged Communities
 - 8. Project Components
 - 9. Network of Projects
 - 10. Application Limit
- D. Application and Submission Information
 - 1. Address
 - 2. Content and Form of Application
 - 3. Unique Entity Identifier and System for Award Management (SAM)
 - 4. Submission Dates and Timelines
 - 5. Funding Restrictions
 - 6. Other Submission Requirements
- E. Application Review Information
 - 1. Criteria
 - i. Overall Application Rating
 - ii. Project Outcome Criteria
 - iii. Benefit-Cost Analysis Rating
 - iv. Project Readiness Rating
 - v. Additional Considerations
 - vi. Previous Awards
 - 2. Review and Selection Process
 - 3. Additional Information
- F. Federal Award Administration Information
 - 1. Federal Award Notices

- 2. Administrative and National Policy Requirements
- 3. Reporting
- G. Federal Awarding Agency Contacts
- H. Other Information
 - 1. Protection of Confidential Business Information
 - 2. Publication of Application Information
 - 3. Department Feedback on Applications
 - 4. MPDG Extra, Eligibility, and Designation

A. Program Description

1. Overview

The Multimodal Project Discretionary Grant common application (MPDG) provides Federal financial assistance to highway and bridge, intercity passenger rail, railway-highway grade and separation, wildlife crossing, public transportation, marine highway, and freight and multimodal projects, or groups of such projects, of national or regional significance, as well as to projects to improve and expand the surface transportation infrastructure in rural areas.

Infrastructure Investment and Jobs Act (Pub. L. 117-58, November 15, 2021) (Bipartisan Infrastructure Law, or BIL) provided funds to the Department across three programs to invest in projects of national or regional significance – the National Infrastructure Project Assistance grants program, found under 49 U.S.C. § 6701 (Mega), the Nationally Significant Multimodal Freight and Highways Projects grants program, found at 23 U.S.C. § 117 (Infrastructure for Rebuilding America or INFRA), and the Rural Surface Transportation Grant program, found at 23 U.S.C. § 173 (Rural). To help streamline the process for applicants, the Department has combined the applications for the Mega, INFRA, and Rural programs into the MPDG common application. Applicants may choose to apply to one, two, or all three of these grant programs.)

The Fiscal Year (FY) 2022 MPDG awards will be made for each of the three grant programs as appropriate and consistent with each grant program’s statutory language. The FY 2022 MPDG round will be implemented, as appropriate and consistent with law, in alignment with

the priorities in Executive Order 14052, *Implementation of the Infrastructure Investment and Jobs Act* (86 FR 64355)¹, and will focus on supporting projects that improve safety, economic strength and global competitiveness, equity, and climate and sustainability consistent with the Department's strategic goals.

Applicants are encouraged to apply for multiple programs, to maximize their potential of receiving Federal support. Applicants for the MPDG will be considered across all three programs unless they opt out. To support applicants through the application process, the Department will provide technical assistance and resources.²

The Department seeks to fund projects under the MPDG common application that reduce greenhouse gas emissions and are designed with specific elements to address climate change impacts. Section E provides more information on the specific measures a project may undertake to support these goals.

The Department also seeks to award projects under the MPDG common application that address environmental justice, particularly for communities (including rural communities) that may disproportionately experience consequences from climate change and other pollutants. Environmental justice, as defined by the Environmental Protection Agency, is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. As part of the Department's implementation of Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad* (86 FR 7619), the Department seeks to fund

¹ The priorities of Executive Order 14052, *Implementation of the Infrastructure Investments and Jobs Act* are: to invest efficiently and equitably, promote the competitiveness of the U.S. economy, improve job opportunities by focusing on high labor standards and equal employment opportunity, strengthen infrastructure resilience to all hazards including climate change, and to effectively coordinate with State, local, Tribal, and territorial government partners.

² For Technical Assistance for projects in rural areas, visit <https://www.transportation.gov/rural>.

projects that, to the extent possible, target at least 40 percent of resources and benefits towards low-income communities, disadvantaged communities, communities underserved by affordable transportation, or overburdened communities. Projects that have not sufficiently considered climate change and environmental justice in their planning, as determined by the Department, will be required to do so before receiving funds for construction. See Section F.2 of this Notice of Funding Opportunity (NOFO) for program requirements.

The Department also seeks to award projects under the MPDG common application that proactively address equity and barriers to opportunity, including automobile dependence as a form of barrier, or redress prior inequities and barriers to opportunity. Section E describes equity considerations that an applicant can undertake and the Department will consider during the review of applications. Projects that have not sufficiently considered equity and barriers to opportunity in their planning, as determined by the Department, will be required to do so before receiving funds for construction. All projects must comply with Federal civil rights requirements. See Section F.2 of this NOFO for program requirements.

In addition, the Department intends to use the MPDG opportunity to support the creation of good-paying jobs with the free and fair choice to join a union and the incorporation of strong labor standards and workforce programs, in particular registered apprenticeships, labor management partnerships and Local Hire agreements,³ in project planning stages and program delivery. Projects that incorporate such planning considerations are expected to support a strong economy and labor market. Section E describes job creation and labor considerations an applicant can undertake and that the Department will consider during the review of applications. Projects that have not sufficiently considered job creation and labor considerations in their

³ Contracts awarded with geographic hiring preferences are eligible for assistance under most Department financial assistance programs.

planning, as determined by the Department, will be required to do so to the full extent possible under the law before receiving funds for construction. See Section F.2 of this NOFO for program requirements.

Section E of this NOFO describes the process for selecting projects that further these goals under each of the three grant programs. Section F.3 describes progress and performance reporting requirements for selected projects, including the relationship between that reporting and the program's selection criteria.

Consistent with the Department's Rural Opportunities to Use Transportation for Economic Success (ROUTES) initiative, the Department seeks to award funding to rural projects that address deteriorating conditions and disproportionately high fatality rates and transportation costs in rural communities.

2. Changes from the FY 2021 INFRA NOFO

Of the three programs in the MPDG opportunity, INFRA is the only program that existed in FY2021, while the Rural and Mega are new programs created by the Bipartisan Infrastructure Law. Applicants who are planning to reapply using materials prepared for prior competitions should ensure that their FY 2022 application fully addresses the criteria and considerations described in this notice and that all relevant information is up to date.

The FY 2022 INFRA program will be evaluated under common project outcome criteria (formally labeled in FY 2021 as "merit criteria") that apply to all three programs within the MPDG opportunity, as described in Section E. The FY 2022 MPDG opportunity's common project outcome criteria will not consider the Performance and Accountability criterion from INFRA 2021. Instead, the Department will utilize standard approaches to monitoring project performance and ensuring projects are delivered efficiently. Leverage of non-Federal funds

contribution, or “leverage,” will now be assessed within the Innovation criterion and for the separate INFRA FY 2022 Leverage pilot set-aside. The Leverage pilot set-aside is described in further detail in Section B.2.ii.

The BIL expanded INFRA eligibility to include wildlife crossing projects; marine highway corridor projects; highway, bridge, or freight projects carried out on the National Multimodal Freight Network⁴; surface transportation projects located within or functionally connected to an international border crossing; and transportation facilities owned by a Federal, State, or local government entity.

3. Additional Information

This common application process will result in grants being awarded under three funding programs. The Mega program is authorized at 49 U.S.C. § 6701. The INFRA program is authorized at 23 U.S.C. § 117. The Rural program is authorized at 23 U.S.C. § 173. They are described respectively in the Federal Assistance Listings under the assistance listing program titles “National Infrastructure Project Assistance” (assistance listing number 20.937), “Nationally Significant Freight and Highway Projects” (assistance listing number 20.934), and “Rural Surface Transportation Grant Program” (assistance listing number 20.938).

The Department is committed to considering project funding decisions holistically among the various discretionary grant programs available in BIL. The Department also recognizes that applicants may be seeking funding from multiple discretionary grant programs and opportunities. An applicant may seek the same award amounts from multiple Department discretionary opportunities or seek a combination of funding from multiple Department opportunities. The applicant should identify describe from any other Department programs and

⁴ DOT has not yet designated an National Multimodal Freight Network. Any project relying on being on the National Multimodal Freight Network as their sole basis for eligibility may be considered higher risk.

opportunities they intend to apply for (or utilize if the Federal funding is already available to the applicant), and what award amounts they will be seeking, in the appropriate sections including Sections D.2.i. and D.2.ii.IV.

B. Federal Award Information

1. Amount Available

The BIL makes available up to \$5 billion for the Mega program for the period of FY 2022 through 2026; up to \$8 billion to the INFRA program for the period of FY 2022 through 2026; and up to \$2 billion for the Rural program for the period of FY 2022 through 2026, for a combined total of up to \$15 billion for FY 2022 through 2026. This notice solicits applications for up to \$2.85 billion in FY 2022 MPDG opportunity funds. Up to \$1 billion will be made available for the Mega program, up to \$1.55 billion will be made available for the INFRA program, and up to \$300 million will be made available for the Rural funding opportunities program. In addition to the FY 2022 funding, the Department may make award decisions in the MPDG FY 2022 round to fund Mega project awards in future fiscal years, based on a potential awarded project's schedule and availability of funding.⁵ In addition to the FY 2022 funds, amounts from prior year INFRA authorizations, presently estimated at up to \$150 million, may be made available and awarded under this solicitation. Any award under this notice will be subject to the availability of funding. Mega, INFRA, and the Rural program each have their own specific funding restrictions, including award size and types of projects. Refer to Section D.5 for greater detail on funding restrictions for each program.

C. Eligibility Information

⁵ 49 U.S.C. § 6701(j) authorizes the Department to enter multiyear grant agreements for Mega projects. Those agreements may include a commitment, contingent on amounts to be specified in law in advance for such commitments, to provide future year funds.

To be selected for a grant, an applicant must be an Eligible Applicant and the project must be an Eligible Project that meets the minimum project size requirement.

1. Eligible Applicants

Each of the three funding opportunities has slightly different statutory rules for what kinds of applicants are eligible to apply. Applicants should review this section in determining for which of the three programs they are applying.

Eligible Applicants		
Mega	INFRA	Rural
<ol style="list-style-type: none"> 1. a State or a group of States; 2. a metropolitan planning organization; 3. a unit of local government; 4. a political subdivision of a State; 5. a special purpose district or public authority with a transportation function, including a port authority; 6. a Tribal government or a consortium of Tribal governments; 7. a partnership between Amtrak and 1 or more entities described in (1) through (6); and, 8. a group of entities described in any of (1) through (7). 	<ol style="list-style-type: none"> 1. a State or group of States; 2. a metropolitan planning organization that serves an Urbanized Area (as defined by the Bureau of the Census) with a population of more than 200,000 individuals; 3. a unit of local government or group of local governments; 4. a political subdivision of a State or local government; 5. a special purpose district or public authority with a transportation function, including a port authority; 6. a Federal land management agency that applies jointly with a State or group of States; 7. a tribal government or a consortium of tribal governments; 	<ol style="list-style-type: none"> 1. a State; 2. a regional transportation planning organization; 3. a unit of local government; 4. a tribal government or a consortium of tribal governments; or 5. a multijurisdictional group of entities above.

	8. a multistate corridor organization; or 9. a multistate or multijurisdictional group of entities described in this paragraph.	
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i. Mega

Eligible applicants for Mega grants are: (1) a State or a group of States; (2) a metropolitan planning organization; (3) a unit of local government; (4) a political subdivision of a State; (5) a special purpose district or public authority with a transportation function, including a port authority; (6) a Tribal government or a consortium of Tribal governments; (7) a partnership between Amtrak and 1 or more entities described in (1) through (6); and (8) a group of entities described in any of (1) through (7).

ii. INFRA

Eligible applicants for INFRA grants are: (1) a State or group of States; (2) a metropolitan planning organization that serves an Urbanized Area (as defined by the Bureau of the Census) with a population of more than 200,000 individuals; (3) a unit of local government or group of local governments; (4) a political subdivision of a State or local government; (5) a special purpose district or public authority with a transportation function, including a port authority; (6) a Federal land management agency that applies jointly with a State or group of States; (7) a tribal government or a consortium of tribal governments; (8) a multistate corridor organization; or (9) a multistate or multijurisdictional group of entities described in this paragraph.

iii. Rural

Eligible applicants for Rural grants are: (1) a State; (2) a regional transportation planning organization; (3) a unit of local government; (4) a tribal government or a consortium of tribal governments; or (5) a multijurisdictional group of entities above.

iv. Joint Applications for Any Program

Multiple States or entities that submit a joint application should identify a lead applicant as the primary point of contact. Joint applications should include a description of the roles and responsibilities of each applicant and should be signed by each applicant. The applicant that will be responsible for financial administration of the project must be an eligible applicant.

2. Cost Sharing or Matching

i. Mega

Mega grants may be used for up to 60 percent of future total eligible project costs. Other Federal assistance may satisfy the non-Mega share requirement for a Mega grant, but total Federal assistance for a project receiving a Mega grant may not exceed 80 percent of future total eligible project costs.

ii. INFRA

INFRA grants may be used for up to 60 percent of future eligible project costs. Other Federal assistance may satisfy the non-INFRA share requirement for an INFRA grant, but total Federal assistance for a project receiving an INFRA grant may not exceed 80 percent of future total eligible project costs, except that, for States with a population density of not more than 80 persons per square mile of land area, based on the 2010 census, the maximum share of the total Federal assistance provided for a project receiving a grant under this section shall be the applicable share under section 120(b) of title 23, U.S.C. The following chart identifies the

maximum total Federal cost share for INFRA projects, under such section 120(b), for projects for FY 2022.

State	Maximum Federal Share for INFRA projects
Alaska	90.97%
Arizona	90.94%
California	83.57%
Colorado	82.79%
Hawaii	81.30%
Idaho	84.97%
Montana	82.75%
Nevada	94.89%
New Mexico	85.44%
Oregon	84.63%
South Dakota	81.95%
Utah	89.52%
Washington	81.42%
Wyoming	86.77%

If a Federal land management agency applies jointly with a State or group of States, and that agency carries out the project, then Federal funds that were not made available under titles 23 or 49 of the U.S.C. may be used for the non-Federal share.

iii. Rural

Rural grants may be used for up to 80 percent of future eligible project costs, except eligible projects that further the completion of a designated segment of the Appalachian Development Highway System under section 14501 of title 40 of the U.S.C., or address a surface transportation infrastructure need identified for the Denali access system program under section 309 of the Denali Commission Act of 1998 may apply for up to 100 percent of the project costs. Other Federal assistance may satisfy the non-Rural share requirement for a Rural grant up to

100 percent of project costs.

Please note that the Rural Program has a higher statutory maximum Federal share than Mega and INFRA. Applications which seek funding above the statutory maximum share for MEGA and INFRA will only be eligible for an award from the Rural program.

iv. Universal Cost Sharing or Matching Guidance

Unless otherwise authorized by statute, non-Federal cost-share may not be counted as non-Federal share for both the programs under MPDG and another Federal program. For any project under MPDG, the Department cannot consider previously incurred costs or previously expended or encumbered funds towards the matching requirement. Matching funds are subject to the same Federal requirements described in Section F.2.iii as awarded funds. See Section D.2 for information about documenting cost sharing in the application.

Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, private funds, or other funding sources of non-Federal origin.

For the purpose of evaluating eligibility under the statutory limit on total Federal assistance in the Mega and INFRA programs, funds from TIFIA and RRIF credit assistance programs are considered Federal assistance and, combined with other Federal assistance, may not exceed 80 percent of the future eligible project costs, except as indicated for the INFRA program (see Section C.2.ii).

3. Eligible Projects

Each of the three funding opportunities has different statutory rules for what kinds of projects are eligible for funding. Applicants should review this section in determining for which of the three programs they are applying, given the type of project being proposed. Projects may be

eligible for funding under multiple MPDG programs and applicants may apply for any program for which their project is eligible.

Eligible Project Types		
Mega	INFRA	Rural
<ol style="list-style-type: none"> 1. A highway or bridge project on the National Multimodal Freight Network 2. A highway or bridge project on the National Highway Freight Network 3. A highway or bridge project on the National Highway System 4. A freight intermodal (including public ports) or freight rail project that provides public benefit 5. A railway highway grade separation or elimination project 6. An intercity passenger rail project 7. A public transportation project that is eligible under assistance under Chapter 53 of title 49 or is a part of any of the project types described above 	<ol style="list-style-type: none"> 1. A highway freight project on the National Highway Freight Network 2. A highway or bridge project on the National Highway System 3. A freight intermodal, freight rail, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility* 4. A highway-railway grade crossing or grade separation project 5. A wildlife crossing project 6. A surface transportation project within the boundaries or functionally connected to an international border crossing that improves a facility owned by Fed/State/local government and increases throughput efficiency 7. A project for a marine highway corridor that is functionally connected to the NHFN and is likely to reduce road mobile source emissions 	<ol style="list-style-type: none"> 1. A highway, bridge, or tunnel project eligible under National Highway Performance Program 2. A highway, bridge, or tunnel project eligible under Surface Transportation Block Grant 3. A highway, bridge, or tunnel project eligible under Tribal Transportation Program 4. A highway freight project eligible under National Highway Freight Program 5. A highway safety improvement project, including a project to improve a high risk rural road as defined by the Highway Safety Improvement Program 6. A project on a publicly-owned highway or bridge that provides or increases access to an agricultural, commercial, energy, or intermodal facility that supports the economy of a rural area 7. A project to develop, establish, or maintain an integrated mobility management system, a transportation demand management system, or on-demand mobility services

	8. A highway, bridge, or freight project on the National Multimodal Freight Network	
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i. Mega

Eligible projects for Mega grants are: a highway or bridge project on the National Multimodal Freight Network; a highway or bridge project on the National Highway Freight Network; a highway or bridge project on the National Highway System; a freight intermodal (including public ports) or freight rail project that provides public benefit; a railway-highway grade separation or elimination project; an intercity passenger rail project; a public transportation project that is eligible under assistance under Chapter 53 of title 49 U.S.C. and is a part of any of the project types described above; or a grouping, combination, or program of interrelated, connected, or dependent projects of any of the projects described above.

ii. INFRA

Eligible projects for INFRA grants are: highway freight projects carried out on the National Highway Freight Network (NHFN) (23 U.S.C. § 167); highway or bridge projects carried out on the National Highway System (NHS), including projects that add capacity on the Interstate System to improve mobility or projects in a national scenic area; railway-highway grade crossing or grade separation projects; or a freight project that is 1) an intermodal or rail project, or 2) within the boundaries of a public or private freight rail, water (including ports), or intermodal facility; a wildlife crossing project; a surface transportation project within the boundaries of, or functionally connected to, an international border crossing that improves a facility owned by a Federal, State, or local government and increases throughput efficiency; a project for a marine highway corridor that is functionally connected to NHFN and is likely to reduce on-road mobile source emissions; or a highway, bridge, or freight project on the National Multimodal Freight

Network under section 70103 of title 49 of the United States Code. To be eligible under INFRA, a project within the boundaries of a freight rail, water (including ports), or intermodal facility must be a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility and must significantly improve freight movement on the NHFN. In this context, improving freight movement on the NHFN may include shifting freight transportation to other modes, thereby reducing congestion and bottlenecks on the NHFN. For a freight project within the boundaries of a freight rail, water (including ports), or intermodal facility, Federal funds can only support project elements that provide public benefits.

iii. Rural

Eligible projects for Rural grants are: a highway, bridge, or tunnel project eligible under National Highway Performance Program (23 U.S.C.119); a highway, bridge, or tunnel project eligible under Surface Transportation Block Grant (23 U.S.C. 133); a highway, bridge, or tunnel project eligible under Tribal Transportation Program (23 U.S.C. 202); a highway freight project eligible under National Highway Freight Program (23 U.S.C.167); a highway safety improvement project, including a project to improve a high risk rural road as defined by the Highway Safety Improvement Program (23 U.S.C. 148); a project on a publicly-owned highway or bridge that provides or increases access to an agricultural, commercial, energy, or intermodal facility that supports the economy of a rural area; or a project to develop, establish, or maintain an integrated mobility management system, a transportation demand management system, or on-demand mobility services.

An eligible entity may bundle two or more similar eligible projects under the Rural program if projects are included as a bundled project in a statewide transportation improvement program under 23 U.S.C. § 135 and will be awarded to a single contractor or consultant pursuant to a contract

for engineering and design or construction between the contractor and the eligible entity.

4. *Eligible Project Costs*

The table below defines eligible project costs for each program per the program statutes:

Eligible Project Costs		
Mega	INFRA	Rural
<p>Development-phase activities and costs, including planning, feasibility analysis, revenue forecasting, alternatives analysis, data collection and analysis, environmental review and activities to support environmental review, preliminary engineering and design work, and other preconstruction activities, including the preparation of a data collection and post-construction analysis plan; and,</p> <p>Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to that land), environmental mitigation (including projects to replace or rehabilitate culverts or reduce stormwater runoff for the purpose of improving habitat for aquatic species), construction contingencies, acquisition of equipment, protection, and operational improvements directly relating to the project.</p>	<p>Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design, and other preconstruction activities, provided the project meets statutory requirements.</p> <p>Construction, reconstruction, rehabilitation, or acquisition of property (including land related to the project and improvements to the land), environmental mitigation (including a project to replace or rehabilitate a culvert, or to reduce stormwater runoff for the purpose of improving habitat for aquatic species), construction contingencies, equipment acquisition, and operational improvements directly related to system performance.</p> <p>INFRA grant recipients may use INFRA funds to pay for the subsidy and administrative costs necessary to receive TIFIA credit assistance.</p>	<p>Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and,</p> <p>Construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements.</p>

v. **Mega**

Mega grants may be used for development-phase activities and costs, including planning, feasibility analysis, revenue forecasting, alternatives analysis, data collection and analysis, environmental review and activities to support environmental review, preliminary engineering

and design work, and other preconstruction activities, including the preparation of a data collection and post-construction analysis plan; and construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to that land), environmental mitigation (including projects to replace or rehabilitate culverts or reduce stormwater runoff for the purpose of improving habitat for aquatic species), construction contingencies, acquisition of equipment, protection, and operational improvements directly relating to the project.

vi. INFRA

INFRA grants may be used for the construction, reconstruction, rehabilitation, or acquisition of property (including land related to the project and improvements to the land), environmental mitigation (including a project to replace or rehabilitate a culvert, or to reduce stormwater runoff for the purpose of improving habitat for aquatic species), construction contingencies, equipment acquisition, and operational improvements directly related to system performance. Statutorily, INFRA grants may also fund development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering, design, and other preconstruction activities, provided the project meets statutory requirements. However, the Department is seeking to prioritize INFRA funding for projects that result in construction; as a result, development phase activities may be less competitive under INFRA by nature of the evaluation structure described in Section E. Public-private partnership assessments for projects in the development phase are also eligible costs.

INFRA grant recipients may use INFRA funds to pay for the subsidy and administrative costs necessary to receive TIFIA credit assistance.

vii. Rural

Rural grants may be used for development phase activities, including planning, feasibility

analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements.

5. Project Requirements for Each Funding Opportunity

Applicants only need to address the requirements for the program or programs from which they are requesting funding in in their application.

i. Mega

For the purposes of determining whether a project meets the minimum project size requirement, the Department will count all future eligible project costs under the award and some related costs incurred before selection for a Mega grant. Previously incurred costs will be counted toward the minimum project size requirement only if they were eligible project costs under Section C.4.i and were expended as part of the project for which the applicant seeks funds. Although those previously incurred costs may be used for meeting the minimum project size thresholds described in this Section, they cannot be reimbursed with Mega grant funds, nor will they count toward the project's required non-Federal share.

(a) Mega Project Sizes

The Department will make awards under the Mega program both to projects greater than \$500 million in cost, and to projects greater than \$100 million but less than \$500 million in cost. For each fiscal year of Mega funds, 50 percent of available funds are reserved for projects greater than \$500 million in cost, and 50 percent to projects between \$100 million and \$500 million in cost.

(b) Mega Project Requirements

For a Mega project to be selected, the Department must determine that the project meets all five requirements described in 49 U.S.C. § 6701(f)(1) and below and further described in Section E.1.b.v and Section D.2.b.vii. If your project consists of multiple components with independent utility, the Department must determine that each component meets each requirement to select it for an award. See Section D.2.ii.VIII.

Mega Project Requirement #1: The project is likely to generate national or regional economic, mobility, or safety benefits.

Mega Project Requirement #2: The project is in significant need of Federal funding.

Mega Project Requirement #3: The project will be cost-effective.

Mega Project Requirement #4: With respect to related non-Federal financial commitments, one or more stable and dependable funding or financing sources are available to construct, maintain, and operate the project, and to cover cost increases.

Mega Project Requirement #5: The applicant has, or will have, sufficient legal, financial, and technical capacity to carry out the project.

(c) Mega Data Collection Requirements

In accordance with 49 U.S.C. 6701(g), an applicant wishing to submit a project to be considered for a Mega grant award will be required to submit, as an attachment to their application, a plan for the collection and analysis of data to identify the impacts of the project and the accuracy of any forecast prepared during the development phase of the project and included in the grant application. The contents of the plan shall include an approach to measuring proposed project outcome criteria as described in Section E and an approach for analyzing the consistency of predicted project characteristics with actual outcomes.

Each applicant selected for Mega grant funding must collect and report to the Department

information on the project's performance based on performance indicators related to program goals (e.g., travel time savings, greenhouse gas emissions, passenger counts, or level of service) among other information. Performance indicators should include measurable goals or targets that Department will use internally to determine whether the project meets program goals and grant funds achieve the intended long-term outcomes of the Mega Grant Program. To the extent possible, performance indicators used in the reporting should align with the measures included in the application and should relate to at least one of the selection criteria defined in Section E.⁶ Before the start of construction of the Mega project, the project sponsor must submit a report providing baseline data for the purpose of analyzing the long-term impact of the project. Not later than six (6) years after the date of substantial completion of a project, the eligible entity carrying out the project shall submit a project outcomes report that compares the baseline data to quarterly project data for the duration of the fifth year of the project after substantial completion.

ii. INFRA

For the purposes of determining whether a project meets the minimum project size requirement, the Department will count all future eligible project costs under the award and some related costs incurred before selection for an INFRA grant. Previously incurred costs will be counted toward the minimum project size requirement only if they were eligible project costs under Section C.3.ii. and were expended as part of the project for which the applicant seeks funds. Although those previously incurred costs may be used for meeting the minimum project size thresholds described in this Section, they cannot be reimbursed with INFRA grant funds, nor

⁶ The Department may in the future publish a more detailed framework for performance measure data collection that will: indicate standardized measurement approaches; data storage system requirements; and any other requirements the Secretary determines to be necessary.

will they count toward the project’s required non-Federal share.

For the INFRA Leverage Pilot, at least 50 percent of the project’s future eligible project costs must be funded by non-Federal contributions.

(a) Large Projects

The minimum project size for large projects is the lesser of (1) \$100 million; (2) 30 percent of a State’s FY 2021 Federal-aid apportionment if the project is located in one State; or (3) 50 percent of the larger participating State’s FY 2021 apportionment for projects located in more than one State. The following chart identifies the minimum total project cost, rounded up to the nearest million, for projects for FY 2022 for both single and multi-State projects.

State	FY 22 INFRA (30% of FY 21 apportionment)	FY 22 INFRA (50% of FY 21 apportionment)
	One-State Minimum (millions)	Multi-State Minimum* (millions)
Alabama	\$100	\$100
Alaska	\$100	\$100
Arizona	\$100	\$100
Arkansas	\$100	\$100
California	\$100	\$100
Colorado	\$100	\$100
Connecticut	\$100	\$100
Delaware	\$56	\$93
Dist. Of Col.	\$52	\$87
Florida	\$100	\$100
Georgia	\$100	\$100
Hawaii	\$56	\$93
Idaho	\$94	\$100
Illinois	\$100	\$100
Indiana	\$100	\$100
Iowa	\$100	\$100
Kansas	\$100	\$100
Kentucky	\$100	\$100
Louisiana	\$100	\$100

Maine	\$61	\$100
Maryland	\$100	\$100
Massachusetts	\$100	\$100
Michigan	\$100	\$100
Minnesota	\$100	\$100
Mississippi	\$100	\$100
Missouri	\$100	\$100
Montana	\$100	\$100
Nebraska	\$95	\$100
Nevada	\$100	\$100
New Hampshire	\$54	\$90
New Jersey	\$100	\$100
New Mexico	\$100	\$100
New York	\$100	\$100
North Carolina	\$100	\$100
North Dakota	\$82	\$100
Ohio	\$100	\$100
Oklahoma	\$100	\$100
Oregon	\$100	\$100
Pennsylvania	\$100	\$100
Rhode Island	\$72	\$100
South Carolina	\$100	\$100
South Dakota	\$93	\$100
Tennessee	\$100	\$100
Texas	\$100	\$100
Utah	\$100	\$100
Vermont	\$67	\$100
Virginia	\$100	\$100
Washington	\$100	\$100
West Virginia	\$100	\$100
Wisconsin	\$100	\$100
Wyoming	\$84	\$100

* For multi-State projects, the minimum project size is the largest of the multi-State minimums from the participating States.

(b) Small Projects

A small project is an eligible project that does not meet the minimum project size described in Section C.5.ii.

(c) Large/Small Project Requirements

For a large project to be selected, the Department must determine that the project meets

seven requirements described in 23 U.S.C. § 117(g) and below and further described in Section E.1.v.b. and Section D.2.b.vii. If your project consists of multiple components with independent utility, the Department must determine that each component meets each requirement to select it for an award. See Section E.1.v.b.:

Large Project Requirement #1: The project will generate national or regional economic, mobility, or safety benefits.

Large Project Requirement #2: The project will be cost-effective.

Large Project Requirement #3: The project will contribute to the accomplishment of one or more of the goals described in 23 U.S.C. § 150.

Large Project Requirement #4: The project is based on the results of preliminary engineering.

Large Project Requirement #5: With respect to related non-Federal financial commitments, one or more stable and dependable funding or financing sources are available to construct, maintain, and operate the project, and contingency amounts are available to cover unanticipated cost increases.

Large Project Requirement #6: The project cannot be easily and efficiently completed without other Federal funding or financial assistance available to the project sponsor.

Large Project Requirement #7 The project is reasonably expected to begin construction no later than 18 months after the date of obligation of funds for the project.

For a small project to be selected, the Department must consider the cost-effectiveness of the proposed project, the effect of the proposed project on mobility in the State and region in which the project is carried out, and the effect of the proposed project on safety on freight corridors with significant hazards, such as high winds, heavy snowfall, flooding, rockslides, mudslides, wildfire,

wildlife crossing onto the roadway, or steep grades.

iii. Rural

For a Rural project to be selected, the Department must determine that the project meets five requirements described in 23 U.S.C. § 173(g) and below and further described in Section E.1.v.b and Section D.2.b.vii. If your project consists of multiple components with independent utility, the Department must determine that each component meets each requirement, to select it for an award. See Section D.2.VIII.

Rural Project Requirement #1: will generate regional economic, mobility, or safety benefits.

Rural Project Requirement #2: The project will be cost-effective.

Rural Project Requirement #3: The project will contribute to the accomplishment of 1 or more of the national goals under 23 U.S.C. § 150.

Rural Project Requirement #4: The project is based on the results of preliminary engineering.

Rural Project Requirement #5: The project is reasonably expected to begin construction not later than 18 months after the date of obligation of funds for the project.

6. Definition of Rural and Urban Areas

This section describes the definition of urban and rural areas and the minimum statutory requirements for projects that meet those definitions. The INFRA and Rural program statutes define a rural area as an area outside an Urbanized Area⁷ with a population of over 200,000. In this

⁷ For Census 2010, the Census Bureau defined an Urbanized Area (UA) as an area that consists of densely settled territory that contains 50,000 or more people. Updated lists of UAs are available on the Census Bureau website at http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/. For the purposes of the INFRA program, Urbanized Areas with populations fewer than 200,000 will be considered rural.

notice, urban area is defined as inside an Urbanized Area, as designated by the U.S. Census Bureau, with a population of 200,000 or more.⁸ Rural and urban definitions differ in some other Department programs, including TIFIA. Cost share requirements and minimum grant awards are the same for projects located in rural and urban areas. The Department will consider a project to be in a rural area if the majority of the project (determined by geographic location(s) where the majority of the money is to be spent) is located in a rural area. However, if a project consists of multiple components, as described under section C.8 or C.9, then for each separate component the Department will determine whether that component is rural or urban. In some circumstances, including networks of projects under section C.9 that cover wide geographic regions, this component-by-component determination may result in awards that include urban and rural funds.

7. Areas of Persistent Poverty and Historically Disadvantaged Communities

BIL specifies that the Secretary consider, as an additional consideration for the Mega program, whether a project may benefit an Area of Persistent Poverty or a Historically Disadvantaged Community.

In this context, an Area of Persistent Poverty means: (1) any county that has consistently had greater than or equal to 20 percent of the population living in poverty during the 30-year period preceding November 15, 2021, as measured by the 1990 and 2000 decennial census and the most recent annual Small Area Income Poverty Estimates as estimated by the Bureau of the Census; (2) any census tract with a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census; or (3) any territory or possession of the United States. A county satisfies this definition only if 20 percent of its population was living in poverty in all three of the listed datasets: (1) the 1990

⁸ See www.transportation.gov/buildamerica/INFRAgrants for a list of Urbanized Areas with a population of 200,000 or more.

decennial census; (2) the 2000 decennial census; and (3) the 2020 Small Area Income Poverty Estimates. The Department lists all counties and census tracts that meet this definition for Areas of Persistent Poverty at <https://datahub.transportation.gov/stories/s/tsyd-k6jj>.

Historically Disadvantaged Communities – The Department has been developing a definition of Historically Disadvantaged Communities as part of its implementation of the Justice40 Initiative and will use that definition for the purpose of this NOFO. Consistent with the Office of Management and Budget’s (OMB) Interim Guidance for the Justice40 Initiative, Historically Disadvantaged Communities include (1) certain qualifying census tracts, (2) any Tribal land, or (3) any territory or possession of the United States. The Department is providing a list of census tracts that meet the definition of Historically Disadvantaged Communities, as well as a mapping tool to assist applicants in identifying whether a project is located in a Historically Disadvantaged Community, available at <https://datahub.transportation.gov/stories/s/tsyd-k6jj>.

8. Project Components

An application may describe a project that contains more than one component. The Department may award funds for a component, instead of the larger project, if that component (1) independently meets minimum award amounts described in Section B and all eligibility requirements described in Section C, including the project requirements of the program(s) being applied for described in Sections C and D.2; (2) independently aligns well with the selection criteria specified in Section E; and (3) meets National Environmental Policy Act (NEPA) requirements with respect to independent utility. In this context, independent utility means that the component will represent a transportation improvement that is usable and represents a reasonable expenditure of the Department funds even if no other improvements are made in the area, and will be ready for intended use upon completion of that component’s construction. If an

application describes multiple components, the application should demonstrate how the components collectively advance the purposes of the funding program or programs for which the applicant is applying. An applicant should not add multiple components to a single application merely to aggregate costs or to avoid submitting multiple applications.

Applicants should be aware that, depending upon applicable Federal law and the relationship among project components, an award funding only some project components may make other project components subject to Federal requirements as described in Section F.2.ii. For example, under 40 CFR § 1509(e), the NEPA review for the funded project component may need to include evaluation of all project components as connected, similar, or cumulative actions.

The Department strongly encourages applicants to identify in their applications the project components that meet the independent utility definition above and separately detail the costs and program funding (Mega, INFRA, and/or Rural) requested for each component. If the application identifies one or more independent project components, the application should clearly identify how each independent component addresses selection criteria and produces benefits on its own, in addition to describing how the full proposal of which the independent component is a part addresses selection criteria.

9. Network of Projects

An application may describe and request funding for a network of projects. A network of projects is a single grant award that funds multiple projects addressing the same transportation problem. For example, if an applicant seeks to improve efficiency along a rail corridor, then their application might propose one award for four grade separation projects at four different railway-highway crossings. Each of the four projects would independently increase rail safety and reduce roadway congestion but the overall benefits would be greater if the projects were

completed together under a single award.

The Department will evaluate applications that describe networks of projects similar to how it evaluates projects with multiple components. Because of their similarities, the guidance in Section C.8. is applicable to networks of projects, and applicants should follow that guidance on how to present information in their application. As with project components, depending upon applicable Federal law and the relationship among projects within a network of projects, an award that funds only some projects in a network may make other projects subject to Federal requirements as described in Section F.2.

10. Application Limit

To encourage applicants to prioritize their MPDG opportunity submissions, each eligible applicant may submit three unique applications per grant program (Mega, INFRA, and Rural), for a total application limit of nine. The three-unique-applications-per-grant program applies only to applications where the applicant is the lead applicant. There is no limit on applications for which an applicant can be listed as a partnering agency. If a lead applicant submits more than three unique applications to a particular grant program as the lead applicant, only the first three received will be considered.

D. Application and Submission Information

1. Address

Applications must be submitted through www.Grants.gov. Instructions for submitting applications can be found at <https://www.transportation.gov/grants/mpdg-how-apply>

2. Content and Form of Application

The application must include the Standard Form 424 (Application for Federal Assistance), Standard Form 424C (Budget Information for Construction Programs), cover page, and the Project Narrative. More detailed information about the cover pages and Project

Narrative follows.

i. Cover Page

Each application should contain a cover page with the following chart:

Basic Project Information	
What is the Project Name?	
Who is the Project Sponsor?	
Was an application for USDOT discretionary grant funding for this project submitted previously?	(If Yes, please include project title and applicable grant programs)
A project will be evaluated for eligibility for consideration for all three programs, unless the applicant wishes to opt-out of being evaluated for one or more of the grant programs.	<input type="checkbox"/> Opt-out of Mega? <input type="checkbox"/> Opt-out of INFRA? <input type="checkbox"/> Opt-out of Rural?
Project Costs	
MPDG Request Amount	Exact Amount in year-of-expenditure dollars: \$ _____
Estimated Other Federal funding (excl. MPDG)	Estimate in year-of-expenditure dollars: \$ _____
Estimated Other Federal funding (excl. MPDG) further detail	Other Federal funding from Federal Formula dollars: \$ _____ Other Federal funding being requested from other USDOT grant opportunities?: \$ _____ From What Program(s)?:
Estimated non- Federal funding	Estimate in year-of-expenditure dollars: \$ _____
Future Eligible Project Cost (<i>Sum of previous three rows</i>)	Estimate in year-of-expenditure dollars: \$ _____
Previously incurred project costs (<i>if applicable</i>)	Estimate in year-of-expenditure dollars: \$ _____
Total Project Cost (Sum of 'previous incurred' and 'future eligible')	Estimate in year-of-expenditure dollars: \$ _____

<p>INFRA: Amount of Future Eligible Costs by Project Type</p>	<ol style="list-style-type: none"> 1) A highway freight project on the National Highway Freight Network: \$ _____ 2) A highway or bridge project on the National Highway System: \$ _____ 3) A freight intermodal, freight rail, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility: \$ _____ 4) A highway-railway grade crossing or grade separation project: \$ _____ 5) A wildlife crossing project: \$ _____ 6) A surface transportation project within the boundaries or functionally connected to an international border crossing that improves a facility owned by fed/state/local government and increases throughput efficiency: \$ _____ 7) A project for a marine highway corridor that is functionally connected to the NHFN and is likely to reduce road mobile source emissions: \$ _____ 8) A highway, bridge, or freight project on the National Multimodal Freight Network: \$ _____
<p>Mega: Amount of Future Eligible Costs by Project Type</p>	<ol style="list-style-type: none"> 1) A highway or bridge project on the National Multimodal Freight Network: \$ _____ 2) A highway or bridge project on the National Highway Freight Network: \$ _____ 3) A highway or bridge project on the National Highway System: \$ _____ 4) A freight intermodal (including public ports) or freight rail project that provides public benefit: \$ _____ 5) A railway highway grade separation or elimination project: \$ _____ 6) An intercity passenger rail project: \$ _____ 7) A public transportation project that is eligible under assistance under Chapter 53 of title 49 and is a part of any of the project types described above: \$ _____ 8) A grouping, combination, or program of interrelated, connected, or dependent projects of any of the projects described above
<p>Rural: Amount of Future Eligible Costs by Project Type</p>	<ol style="list-style-type: none"> 1) A highway, bridge, or tunnel project eligible under National Highway Performance Program: \$ _____ 2) A highway, bridge, or tunnel project eligible under Surface Transportation Block Grant: \$ _____ 3) A highway, bridge, or tunnel project eligible under Tribal Transportation Program: \$ _____

	<p>4) A highway freight project eligible under National Highway Freight Program: \$ _____</p> <p>5) A highway safety improvement project, including a project to improve a high risk rural road as defined by the Highway Safety Improvement Program: \$ _____</p> <p>6) A project on a publicly-owned highway or bridge that provides or increases access to an agricultural, commercial, energy, or intermodal facility that supports the economy of a rural area: \$ _____</p> <p>7) A project to develop, establish, or maintain an integrated mobility management system, a transportation demand management system, or on-demand mobility services: \$ _____</p>
Project Location	
State(s) in which project is located	
INFRA: Small or Large project	Small/Large
Urbanized Area in which project is located, if applicable	
Population of Urbanized Area <i>(According to 2010 Census)</i>	
Is the project located (entirely or partially) in Area of Persistent Poverty or Historically Disadvantaged Community?	List census tracts that qualify as within these areas. https://datahub.transportation.gov/stories/s/tsyd-k6ij
Is the project located (entirely or partially) in Federal or USDOT designated areas	Yes/No. If yes, please describe which of the four Federally designated community development zones in which your project is located. Opportunity Zones: https://opportunityzones.hud.gov/ Empowerment Zones: https://www.hud.gov/hudprograms/empowerment_zones Promise Zones: https://www.hud.gov/program_offices/field_policy_mgt/fieldpolicymgt_pz Choice Neighborhoods: https://www.hud.gov/program_offices/public_indian_housing/program_s/ph/cn
Is the project currently programmed in the: <ul style="list-style-type: none"> • TIP • STIP 	Yes/No (please specify in which plans the project is currently programmed, and provide the identifying number if applicable)

<ul style="list-style-type: none"> • MPO Long Range Transportation Plan • State Long Range Transportation Plan • State Freight Plan 	
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ii. Project Narrative

The Department recommends that the project narrative follow the basic outline below to address the program requirements and assist evaluators in locating relevant information.

I. Project Description	See D.ii.I
II. Project Location	See D.2.ii.II
III. Project Parties	See D.2.ii.III
IV. Grant Funds, Sources and Uses of all Project Funding	See D.2.ii.IV
V. Project Outcome Criteria	See D.2.ii.V
VI. Benefit-Cost Analysis	
VII. Project Readiness and Environmental Risk	See D.2.ii.VII and E.1.c.ii
VIII. Project Requirements	See D.2.ii.VIII and C.5

The project narrative should include the information necessary for the Department to determine that the project satisfies project requirements described in Sections B and C for each of the grant programs from which the applicant is seeking funding and to assess the selection criteria specified in Section E.1 that are applicable to the grant programs from which the applicant is seeking funding To the extent practicable, applicants should provide supporting data and documentation in a form that is directly verifiable by the Department. The Department may ask any applicant to supplement data in its application, but it expects applications to be complete

upon submission.

In addition to a detailed statement of work, detailed project schedule, and detailed project budget, the project narrative should include a table of contents, maps, and graphics, as appropriate, to make the information easier to review. The Department recommends that the project narrative be prepared with standard formatting preferences (i.e., a single-spaced document, using a standard 12-point font such as Times New Roman, with 1-inch margins). The project narrative may not exceed 25 pages in length, excluding cover pages and table of contents. Appendices may include documents supporting assertions or conclusions made in the 25-page project narrative and do not count towards the 25-page limit. If possible, website links to supporting documentation should be provided rather than copies of these supporting materials. If supporting documents are submitted, applicants should clearly identify within the project narrative the relevant portion of the project narrative that each supporting document supports. At the applicant's discretion, relevant materials provided previously to a modal administration in support of a different USDOT financial assistance program may be referenced and described as unchanged. The Department recommends using appropriately descriptive final names (e.g., "Project Narrative," "Maps," "Memoranda of Understanding and Letters of Support," etc.) for all attachments. The USDOT recommends applications include the following sections:

I. Project Description

The first section of the application should provide a concise description of the project, the transportation challenges that it is intended to address, and how it will address those challenges. This section should discuss the project's history, including a description of any previously incurred costs. The applicant may use this section to place the project into a broader context of other infrastructure investments being pursued by the project sponsor.

II. Project Location

This section of the application should describe the project location, including a detailed geographical description of the proposed project, a map of the project's location and connections to existing transportation infrastructure, and geospatial data describing the project location. The application should also identify:

(a) whether the project is located in an Area of Persistent Poverty, including the relevant County and/or census tract(s);

(b) whether the project is located in a Historically Disadvantaged Community, including the relevant census tract(s);

(c) If the project is located within the boundary of a 2010 Census-designated Urbanized Area, the application should identify the Urbanized Area;⁹ and

(d) whether the project is located in one of four Federally designated community development zones (Opportunity Zones, Empowerment Zones, Promise Zones, or Choice Neighborhoods).

Information under (d) may be used for the Department's internal data tracking.

III. Project Parties

This section of the application should provide details about the lead applicant, including the lead applicant's experience with receipt and expenditure of Federal transportation funds. This section of the application should also list and briefly describe all of the other public and private parties who are involved in delivering the project, such as port authorities, terminal operators, freight railroads, shippers, carriers, freight-related associations, third-party logistics providers, and

⁹ Lists of Urbanized Areas are available on the Census Bureau website at http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/ and maps are available at <https://tigerweb.geo.census.gov/tigerweb/>. For the purposes of the INFRA program, Urbanized Areas with populations fewer than 200,000 will be considered rural.

freight industry workforce organizations.

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

This section of the application should describe the project's budget and the plans for covering the full cost of the project from all sources. At a minimum, it should include:

Previously incurred expenses, as defined in Section C.

- Future eligible costs, as defined in Section C.5.
- For all funds to be used for future eligible project costs, the source and amount of those funds.
- For non-Federal funds to be used for future eligible project costs, documentation of funding commitments should be referenced here and included as an appendix to the application.
- All Federal funds to be used for future eligible project costs, including grant programs covered by this MPDG application (Mega, INFRA, and/or Rural), other Federal grants that have been awarded to the project or for which the project intends to apply in the future (e.g., Bridge Investment Program, FTA Capital Investment Grant, etc.) and any Federal formula funds that have already been programmed for the project or are planned to be programmed for the project.
- For each category of Federal funds to be used for future eligible project costs, the amount, nature, and source of any required non-Federal match for those funds.

The Department is committed to considering project funding decisions holistically among the various discretionary grant programs available in BIL. The Department also recognizes that applicants may be seeking discretionary grant funding from multiple discretionary grant programs and opportunities. An applicant may seek the same award amounts from multiple Department

discretionary opportunities or seek a combination of funding from multiple Department opportunities. The applicant should indicate, within the Federal funding description, details as to what other potential Department programs and opportunities they intend to solicit funds, and what award amounts they will be seeking.

(A) A budget showing how each source of funds will be spent. The budget should show how each funding source will share in each major construction activity and present those data in dollars and percentages. Funding sources should be grouped into three categories: non-Federal; MPDG; and other Federal. If the project contains components, the budget should separate the costs of each project component. If the project will be completed in phases, the budget should separate the costs of each phase. The budget should be detailed enough to demonstrate that the project satisfies the statutory cost-sharing requirements described in Section C.2 and those associated with each category of Federal funding.

(B) Information showing that the applicant has budgeted sufficient contingency amounts to cover unanticipated cost increases.

(C) The amount of the requested MPDG funds that would be subject to the limit on freight rail, port, and intermodal infrastructure described in Section B.2.ii., if being considered for INFRA funding.

In addition to the information enumerated above, this section should provide complete information on how all project funds may be used. For example, if a source of funds is available only after a condition is satisfied, the application should identify that condition and describe the applicant's control over whether it is satisfied. Similarly, if a source of funds is available for expenditure only during a fixed period, the application should describe that restriction.

Complete information about project funds will ensure that the Department's expectations for award execution align with any funding restrictions unrelated to the Department, even if an

award differs from the applicant's request.

V. Project Outcome Criteria

This section of the application should demonstrate how the project aligns with the Project Outcome Criteria described in Section E.2 of this notice. The Department encourages applicants to address each criterion as it applies to the funding programs to which they are applying or else to expressly state that the project does not address the criterion. Insufficient information to assess any criterion will negatively impact the project rating. Applicants are not required to follow a specific format, but the following organization, which addresses each criterion separately, promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, the Department encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application.

The guidance here is about how the applicant should organize their application. Guidance describing how the Department will evaluate projects against the Project Outcome Criteria is in Section E.2 of this notice. Applicants also should review that section before considering how to organize their application.

Criterion #1: Safety

This section of the application should describe the anticipated outcomes of the project that support the Safety criterion (described in Section E.2 of this notice). The applicant should include information on, and to the extent possible, quantify, how the project will target known, documented safety problems within the project area or wider transportation network, and demonstrate how the project will protect all users of the transportation system and/or communities from health and safety risks. The application should provide evidence to support the claimed level of effectiveness

of the project in protecting all travelers, including vulnerable users, from health and safety risks, such as the number and rate of reduced crashes, serious injuries, and/or fatalities. If the project is providing increased access to commercial motor vehicle parking, the application should provide information demonstrating the lack of parking in the area and evidence estimating the number of vehicles that will use the new parking.

Criterion #2: State of Good Repair

This section of the application should describe how the project will contribute to a state of good repair by restoring and modernizing core infrastructure assets and/or addressing current or projected system vulnerabilities (described in Section E.2 of this notice). The application should include information on the current condition of all assets that will be affected by the project, how the proposed project will improve asset condition, plans to ensure the ongoing state of good repair of new assets constructed as part of the project, and any estimates of impacts on long-term cost structures or overall life-cycle costs.

Criterion #3: Economic Impacts, Freight Movement, and Job Creation

This section of the application should describe how the project will contribute to at least one of the following outcomes: (1) improve system operations to increase travel time reliability and manage travel demand for goods movement, especially for supply chain bottlenecks, thereby reducing the cost of doing business and improving local and regional freight connectivity to the national and global economy; (2) improve multimodal transportation systems that incorporate affordable transportation options such as public transit to improve mobility of people and goods; (3) decrease transportation costs and provide reliable and timely access to employment centers and job opportunities; (4) significantly improve the economic strength of regions and cities by

increasing the economic productivity of land, capital, or labor, and linkages between distinct rural areas and rural and urban areas; (5) enhance recreational and tourism opportunities by providing access to Federal lands (including national parks, national forests, national recreation areas, national wildlife refuges, and wilderness areas) or State parks; (6) result in high-quality job creation by supporting good-paying jobs with a free and fair choice to join a union in project construction and in on-going operations and maintenance, and incorporate strong labor standards, such as through the use of project labor agreements, registered apprenticeship programs, and other joint labor-management training programs¹⁰; (7) result in workforce opportunities for historically underrepresented groups, such as through the use of local hire provisions or other workforce strategies targeted at or jointly developed with historically underrepresented groups, to support project development; (8) foster economic growth and development while creating long-term high-quality jobs, while addressing acute challenges, such as energy sector job losses in energy communities as identified in the report released in April 2021 by the interagency working group established by section 218 of Executive Order 14008¹¹; (9) support integrated land use, economic development and transportation planning to improve the movement of people and goods and local fiscal health, facilitate greater public and private investments and strategies in land-use productivity, including rural main street revitalization or increase in the production or preservation of location-efficient housing; or (10) help the United States compete in a global economy by encouraging the location of important industries and future innovations and technology in the U.S., and facilitating efficient and reliable freight movement.

¹⁰ <https://www.apprenticeship.gov/> <https://www.apprenticeship.gov>

¹¹ https://netl.doe.gov/sites/default/files/2021-04/Initial%20Report%20on%20Energy%20Communities_Apr2021.pdf

Criterion #4: Climate Change, Resiliency, and the Environment

This section of the application should describe how the project will incorporate considerations of climate change and environmental justice in the planning stage and in project delivery, such as through incorporation of specific design elements that address climate change impacts. The application should describe the degree to which the project is expected to reduce transportation-related pollution such as air pollution and greenhouse gas emissions, increase use of lower-carbon travel modes such as transit and active transportation, improve the resiliency of at-risk¹² infrastructure, incorporate lower-carbon pavement and construction materials, or address the disproportionate negative environmental impacts of transportation on disadvantaged communities. The application should explain to what extent the project will prevent stormwater runoff that would be a detriment to aquatic species. The application should describe whether the project will promote energy efficiencies, support fiscally responsible land use and transportation efficient design that reduces greenhouse gas emissions, improve public health and increase use of lower-carbon travel modes such as transit, active transportation and multimodal freight, incorporate electrification or zero emission vehicle infrastructure, increase resilience to all hazards, and recycle or redevelop brownfield sites, particularly in communities that disproportionately experience climate-change-related consequences. The application should describe if projects in floodplains are upgraded consistent with the Federal Flood Risk Management Standard in Executive Order 14030, Climate-Related Financial Risk (86 FR 27967) and 13690, Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input (80 FR 6425.)

¹² For the MPDG opportunity, at-risk infrastructure is defined as infrastructure that is subject to, or faces increased long-term future risks of, a weather event, a natural disaster, or changing conditions, such as coastal flooding, coastal erosion, wave action, storm surge, or sea level rise, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs.

Criterion #5: Equity, Multimodal Options, and Quality of Life

This section of the application should describe how the project will proactively address equity and barriers to opportunity, improve quality of life in rural areas or urbanized areas, and benefit Historically Disadvantaged Communities or populations, or Areas of Persistent Poverty. This may include increasing affordable transportation choices, especially for transportation disadvantaged communities. It should also describe how the project has or will meaningfully engage communities affected by the project, with effective public participation that is accessible to all persons regardless of race, color, national origin, disability, age, and sex. Equity considerations should be integrated into planning, development, and implementation of transportation investments, including utilization of Disadvantaged Business Enterprises (DBEs). The application should describe any public involvement plan or targeted outreach, demonstrating engagement of diverse input such as community-based organizations during project planning and consideration of such input in the decision-making. The project application should describe planning and engagement in the project design phase to mitigate and, to the greatest extent possible, prevent, physical and economic displacement.

Criterion #6: Innovation Areas: Technology, Project Delivery, and Financing

This section of the application should contain sufficient information to evaluate how the project can be transformative in achieving program goals, and includes or enables innovation in: (1) the accelerated deployment of innovative and secure-by-design technology, including expanded access to broadband; (2) use of innovative permitting, contracting, and other project delivery practices; and (3) innovative financing. If the project does not address a particular innovation area, the application should state this fact. Please see Section E.1.a for additional information.

VI. Benefit-Cost Analysis

This section describes the recommended approach for the completion and submission of a benefit-cost analysis (BCA) as an appendix to the Project Narrative. The purpose of the BCA is to enable Department to evaluate the project's cost effectiveness by comparing its expected benefits to its expected costs. The results of the analysis should be summarized in the Project Narrative directly, as described in Section D.2. Applicants should also provide all relevant files used for their BCA, including any spreadsheet files and technical memos describing the analysis (whether created in-house or by a contractor). The spreadsheets and technical memos should present the calculations in sufficient detail and transparency to allow the analysis to be reproduced by Department evaluators.

The BCA should carefully document the assumptions and methodology used to produce the analysis, including a description of the baseline, the sources of data used to project the outcomes of the project, and the values of key input parameters. The analysis should provide present value estimates of a project's benefits and costs relative to a no-build baseline. To calculate present values, applicants should apply a real discount rate of 7 percent per year to the project's streams of benefits and costs, which should be stated in constant-dollar terms. The costs and benefits that are compared in the BCA must cover the same project scope.

Any benefits claimed for the project, both quantified and unquantified, should be clearly tied to the expected outcomes of the project. Projected benefits may accrue to both users of the facility and those who are affected by its use (such as through changes in emissions of greenhouse gases and other pollutants, or availability of affordable housing or more affordable transportation choices). Usage forecasts applied in estimating future benefits should account for any additional demand induced by the improvements to the facility. While benefits should be quantified wherever possible, applicants may also describe other categories of benefits in the BCA that are more

difficult to quantify and/or value in economic terms.

The BCA should include the full costs of developing, constructing, operating, and maintaining the proposed project, as well as the expected timing or schedule for costs in each of these categories. The BCA may also include the present discounted value of any remaining service life of the asset at the end of the analysis period.

Detailed guidance from the Department on estimating benefits and costs, together with recommended economic values for converting them to dollar terms and discounting to their present values, is available on the program website (see www.transportation.gov/office-policy/transportation-policy/benefit-cost-analysis-guidance-discretionary-grant-programs-0)

VII. Project Readiness and Environmental Risk

This section of the application should include information that, when considered with the project budget information presented elsewhere in the application, is sufficient for the Department to evaluate whether the project is reasonably expected to begin construction in a timely manner. To assist the Department's project readiness assessment, the applicant should provide the information requested on technical feasibility, project schedule, project approvals, and project risks, each of which is described in greater detail in the following sections.

Applicants are not required to follow the specific format described here, but this organization, which addresses each relevant aspect of project readiness, promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, the Department encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application.

The guidance here is about what information applicants should provide and how the applicant should organize their application. Guidance describing how the Department will evaluate a project's readiness is described in section E.4 of this notice. Applicants also should

review that section before considering how to organize their application.

- a) **Technical Feasibility.** The applicant should demonstrate the technical feasibility of the project with engineering and design studies and activities; the development of design criteria and/or a basis of design; the basis for the cost estimate presented in the application, including the identification of contingency levels appropriate to its level of design; and any scope, schedule, and budget risk-mitigation measures. Applicants should include a detailed statement of work that focuses on the technical and engineering aspects of the project and describes in detail the project to be constructed. The applicant must demonstrate compliance with Title VI/Civil Rights requirements, to ensure that no person is excluded from participation, denied benefits, or otherwise subjected to discrimination under any program or activity, on the basis of race, color, national origin, sex, age, or disability.
- b) **Project Schedule.** The applicant should include a detailed project schedule that identifies all major project milestones. Examples of such milestones include State and local planning approvals (programming on the Statewide Transportation Improvement Program); start and completion of NEPA and other Federal environmental reviews and approvals including permitting, design completion, right-of-way acquisition, approval of plans, specifications and estimates (PS&E); procurement; State and local approvals; project partnership and implementation agreements including agreements with railroads; and construction. The project schedule should be sufficiently detailed to demonstrate that:
 - all necessary activities will be complete to allow MPDG funds to be obligated¹³ sufficiently in advance of the statutory deadline for applicable programs (For INFRA

¹³ Obligation occurs when a selected applicant enters a written, project-specific agreement with the Department and is generally after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements.

and Rural, the statutory obligation deadline is September 30, 2025 for FY 2022 funds. For Mega, there is no statutory obligation deadline; however, the Department seeks projects that will begin construction before September 30, 2025) and that any unexpected delays will not put the funds at risk of expiring before they are obligated;

- the project can begin construction quickly upon obligation of grant funds, and that the grant funds will be spent expeditiously once construction starts; and
- all real property and right-of-way acquisition will be completed in a timely manner in accordance with 49 CFR part 24, 23 CFR part 710, and other applicable legal requirements or a statement that no acquisition is necessary. A plan for securing any required Right-of-Way agreements should be included. If applicable, this section should describe a right-of-way acquisition plan that minimally disrupts communities and maintains community cohesion.

c) Required Approvals.

- i. Environmental Permits and Reviews. The application should demonstrate receipt (or the schedule for anticipated receipt) of all environmental approvals and permits necessary for the project to proceed to construction on the timeline specified in the project schedule and necessary to meet the statutory obligation deadline, including satisfaction of all Federal, State, and local requirements and completion of the NEPA process. Specifically, the application should include:

- Information about the NEPA status of the project, including whether the project may qualify for a Categorical Exclusion under current regulations. If the NEPA process is complete, an applicant should indicate the date of completion, and provide a website link or other reference to the final Categorical Exclusion, Finding of No Significant

Impact, Record of Decision, and any other NEPA documents prepared. If the NEPA process is underway, but not complete, the application should detail the NEPA class of action, where the project is in the NEPA process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the final agency action with respect to NEPA occurred more than three years before the application date, the applicant should describe a proposed approach for updating this material in accordance with applicable NEPA reconsideration requirements.

- Information on reviews, approvals, and permits by other Federal and State agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies,¹⁴ indicate the status of such actions, and provide detailed information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State, or local requirements, and when such approvals are expected. Applicants should provide a website link or other reference to copies of any reviews, approvals, and permits prepared.
- Environmental studies or other documents—preferably through a website link—that describe in detail known project impacts, and possible mitigation for those impacts.
- A description of discussions with the appropriate Department modal administration field or headquarters office regarding the project’s compliance with NEPA and other applicable Federal environmental reviews and approvals.
- A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been

¹⁴ Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.

integrated into project development and design.

- ii. State and Local Approvals. The applicant should demonstrate receipt (or the schedule for anticipated receipt) of State and local approvals on which the project depends, such as State and local environmental and planning approvals, and statewide transportation improvement program (STIP) or transportation improvement program (TIP) funding. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support.
- iii. Federal Transportation Requirements Affecting State and Local Planning. The planning requirements applicable to the Federal-aid highway program apply to all projects, but for port, freight, and rail projects, planning requirements of the operating administration that will administer the project will also apply,¹⁵ including intermodal projects located at airport facilities.¹⁶ Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning

¹⁵ In accordance with 23 U.S.C. § 134 and § 135, all projects requiring an action by the Federal Highway Administration (FHWA) must be in the applicable plan and programming documents (e.g., metropolitan transportation plan, transportation improvement program (TIP), and statewide transportation improvement program (STIP)). Further, in air quality non-attainment and maintenance areas, all regionally significant projects, regardless of the funding source, must be included in the conforming metropolitan transportation plan and TIP. Inclusion in the STIP is required under certain circumstances. To the extent a project is required to be on a metropolitan transportation plan, TIP, and/or STIP, it will not receive a grant until it is included in such plans. Projects not currently included in these plans can be amended by the State and metropolitan planning organization (MPO). Projects that are not required to be in long range transportation plans, STIPs, and TIPs will not need to be included in such plans to receive a grant. Port, freight rail, and intermodal projects are not required to be on the State Rail Plans called for in the Passenger Rail Investment and Improvement Act of 2008. However, applicants seeking funding for freight projects are encouraged to demonstrate that they have done sufficient planning to ensure that projects fit into a prioritized list of capital needs and are consistent with long-range goals. Means of demonstrating this consistency would include whether the project is in a TIP or a State Freight Plan that conforms to the requirements of Section 70202 of Title 49 U.S.C. prior to the start of construction. Port planning guidelines are available at StrongPorts.gov.

¹⁶ Projects at grant obligated airports must be compatible with the Federal Aviation Administration (FAA) approved Airport Layout Plan (ALP), as well as aeronautical surfaces associated with the landing and takeoff of aircraft at the airport. Additionally, projects at an airport: must comply with established Sponsor Grant Assurances, including (but not limited to) requirements for non-exclusive use facilities, consultation with users, consistency with local plans including development of the area surrounding the airport, and consideration of the interest of nearby communities, among others; and must not adversely affect the continued and unhindered access of passengers to the terminal.

documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are underway to include the project in the relevant planning document. To the extent possible, freight projects should be included in a State Freight Plan and supported by a State Freight Advisory Committee (49 U.S.C. § 70201, 70202). Applicants should provide links or other documentation supporting this consideration.

Because projects have different schedules, the construction start date for each grant will be specified in the project-specific agreements signed by relevant modal administration and the grant recipients, will be based on critical path items that applicants identify in the application, and will be consistent with relevant State and local plans.

- iv. Assessment of Project Risks and Mitigation Strategies. Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match, pushback from stakeholders or impacted communities, or lack of legislative approval, affect the likelihood of successful project start and completion. The applicant should identify all material risks to the project and the strategies that the lead applicant and any project partners have undertaken or will undertake to mitigate those risks. The applicant should assess the greatest risks to the project and identify how the project parties will mitigate those risks.

To the extent it is unfamiliar with the Federal program, the applicant should contact the Department modal field or headquarters offices as found at <https://www.transportation.gov/grants/mega-additional-guidance> for information on what steps are prerequisite to the obligation of Federal funds to ensure that their project

schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

VIII. Statutory Project Requirements

To select a project for award, the Department must determine that the project—as a whole, as well as each independent component of the project—satisfies statutory requirements relevant to the program from which it will receive an award. The application should include sufficient information for the Department to make these determinations for both the project as a whole and for each independent component of the project. Applicants should use this section of the application to summarize how their project meets applicable statutory requirements and, if present, how each independent project component meets each of the following requirements. Applicants are not required to reproduce the table below in their application, but following this format will help evaluators identify the relevant information that supports each large project determination. Supporting information provided in appendices may be referenced.

Statutory Selection Requirements			
23 U.S.C. 117 INFRA	49 U.S.C. 6701 Mega	23 U.S.C. 173 Rural	Guidance
1) The project will generate national, or regional economic, mobility, or safety benefits	(1) The project is likely to generate national or regional economic, mobility, safety benefits	(1) The project will generate regional economic, mobility, or safety benefits	Summarize the economic, mobility, and safety benefits of the project and independent project components, and describe the scale of their impact in national or regional terms. The Department will base its determination on the assessment of this information by Project Outcome evaluators.
2) The project will be cost effective	(3) The project will be cost effective	(2) The project will be cost effective	Highlight the results of the Benefit-Cost analysis, as well as the analyses of independent project components if applicable. The Department will base its determination on the ratio of project benefits to project costs as assessed by the Economic Analysis Team.

<p>3) The project will contribute to 1 or more of the national goals described under Section 150</p>	<p><i>No statutory requirement</i></p>	<p>(3) The project will contribute to 1 or more of the national goals described under Section 150</p>	<p>Specify the Goal(s) and summarize how the project and independent project components contribute to that goal(s). The Department will base its determination on the assessment of this information by Project Outcome evaluators.</p>
<p>4) The project is based on the results of preliminary engineering</p>	<p><i>No statutory requirement</i></p>	<p>(4) The project is based on the results of preliminary engineering</p>	<p>For a project or independent project component to be based on the results of preliminary engineering, please indicate which of the following activities have been completed as of the date of application submission:</p> <ul style="list-style-type: none"> • Environmental Assessments • Topographic Surveys • Metes and Bounds Surveys • Geotechnical Investigations • Hydrologic Analysis • Utility Engineering • Traffic Studies • Financial Plans • Revenue Estimates • Hazardous Materials Assessments • General estimates of the types and quantities of materials • Other work needed to establish parameters for the final design. <p>If one or more of these studies was included in a larger plan or document not described above, please explicitly state that and reference the document. The Department will base its determination on the assessment by technical capacity evaluators.</p>
<p>5) With respect to related non-federal financial commitments, 1 or more stable and dependable sources of funding and financing are available to construct, maintain, and operate the project, and contingency</p>	<p>(4) With respect to non-federal financial commitments, 1 or more stable and dependable sources are available to construct, operate, and maintain the project, and to cover cost increases</p>	<p><i>No statutory requirement</i></p>	<p>Please indicate funding source(s) and amounts that will account for all project costs, broken down by independent project component, if applicable. Demonstrate that the funding is stable, dependable, and dedicated to this specific project by referencing the STIP/TIP, a letter of commitment, a local government resolution, memorandum of understanding, or similar documentation. Please state the contingency amount available for the project. The Department will base its determination on an assessment of this information by financial completeness evaluators.</p>

<p>amounts are available to cover unanticipated cost increases</p>			<p>The Department will base its determination on an assessment of this information by financial completeness evaluators.</p>
<p>6) The project cannot be easily and efficiently completed without other Federal funding or financing available to the project sponsor</p>	<p>(2) The project is in significant need of Federal funding</p>	<p><i>No statutory requirement</i></p>	<p>Describe the potential negative impacts on the proposed project if the MPDG grant (or other Federal funding) was not awarded. Respond to the following:</p> <ol style="list-style-type: none"> 1. How would the project scope be affected if MPDG (or other Federal funds) were not received? 2. How would the project schedule be affected if MPDG (or other Federal funds) were not received? 3. How would the project cost be affected if MPDG (or other Federal funds) were not received? <p>If there are no negative impacts to the project scope, schedule, or budget if MPDG funds are not received, state that explicitly. Impacts to a portfolio of projects will not satisfy this requirement; please describe only project-specific impacts. Re-stating the project's importance for national or regional economic, mobility, or safety will not satisfy this requirement. The Department will base its determination on an assessment of this information by program evaluators.</p>
<p>7) The project is reasonably expected to begin not later than 18 months after the date of obligation of funds for the project</p>	<p>(5) The applicant have, or will have, sufficient legal, financial, and technical capacity to carry out the project</p>	<p>(5) The project is reasonably expected to begin not later than 18 months after the date of obligation of funds for the project</p>	<p>Please provide expected obligation date and construction start date, referencing project budget and schedule as needed. If the project has multiple independent components, or will be obligated and constructed in multiple phases, please provide sufficient information to show that each component meets this requirement. The Department will base its determination on the project risk rating as assessed according to the Project Readiness consideration. The Department will base its determination on the project risk as assessed by the Environmental Risk, Financial Completeness, and Technical Capacity evaluators.</p>

For an INFRA small project to be selected, the Department must consider the cost effectiveness of the proposed project, the effect of the proposed project on mobility in the State and region in which the project is carried out, and the effect of the proposed project on safety on freight corridors with significant hazards such as high winds, heavy snowfall, flooding, rockslides, mudslides, wildfire, wildlife crossing onto the roadway, or steep grades. If an applicant seeks an award for an INFRA small project, it should use this section to provide information on the project's cost effectiveness, including by summarizing the results of the benefit-cost analysis for the project, and the project's effect on the mobility in its State and region, and the effect of the proposed project on safety of freight corridors with significant hazards, or refer to where else the information can be found in the application.

3. Unique Entity Identifier and System for Award Management (SAM)

Each applicant must: 1) be registered in SAM before submitting its application; 2) provide a valid unique entity identifier in its application; and 3) continue to maintain an active SAM registration with current information at all times during which it has an active Federal award or an application or plan under consideration by a Federal awarding agency. The Department may not make an MPDG grant to an applicant until the applicant has complied with all applicable unique entity identifier and SAM requirements and, if an applicant has not fully complied with the requirements by the time the Department is ready to make an MPDG grant, the Department may determine that the applicant is not qualified to receive an MPDG grant and use that determination as a basis for making an MPDG grant to another applicant.

4. Submission Dates and Times

Applications must be submitted by 11:59 p.m. EDT May 23, 2022. The Grants.gov "Apply" function will open by March 25, 2022. To submit an application through Grants.gov, applicants

must:

- (1) Obtain a Unique Entity Identifier (UEI) number;¹⁷
- (2) Register with the System for Award Management (SAM) at www.sam.gov;
- (3) Create a Grants.gov username and password; and
- (4) The E-business Point of Contact (POC) at the applicant's organization must also respond to the registration email from Grants.gov and login at Grants.gov to authorize the POC as an Authorized Organization Representative (AOR). Please note that there can only be one AOR per organization.

Please note that the Grants.gov registration process usually takes 2-4 weeks to complete and that the Department will not consider late applications that are the result of failure to register or comply with Grants.gov applicant requirements in a timely manner. For information and instruction on each of these processes, please see instructions at <http://www.grants.gov/web/grants/applicants/applicant-faqs.html>. If applicants experience difficulties at any point during the registration or application process, please call the Grants.gov Customer Service Support Hotline at 1(800) 518-4726.

5. Funding Restrictions

i. Mega

BIL specifies that 50 percent of available Mega funds are set aside for projects between \$100 million and \$500 million in cost. The remaining available Mega funds, less 2 percent for program administration, are for projects greater than \$500 million in cost.

ii. INFRA

¹⁷ On April 4, 2022 the Federal government will stop using the Data Universal Numbering System (DUNS) number to uniquely identify entities. At that point, entities doing business with the Federal government will use a Unique Entity Identifier (UEI) created in SAM.gov. If your entity is currently registered in SAM.gov, your UEI has already been assigned and is viewable in SAM.gov. This includes inactive registrations.

The Department will make awards under the INFRA program to both large and small projects (refer to section C.5.ii for a definition of large and small projects). For a large project, BIL specifies that an INFRA grant must be at least \$25 million. For a small project, including both construction awards and project development awards, the grant must be at least

\$5 million. For each fiscal year of INFRA funds, a minimum of 15 percent of available funds are reserved for small projects, and a maximum of 85 percent of funds are reserved for large projects.

The program statute specifies that not more than 30 percent of INFRA grants for each of the fiscal years 2022 to 2026 may be used for grants to freight rail, water (including ports and marine highway corridors), other freight intermodal projects that make significant improvements to freight movement on the National Highway Freight Network or National Multimodal Freight Network, wildlife crossing projects, projects located within or functionally connected to an international border crossing area in the United States, improves a transportation facility owned by a Federal, State, or local government entity, and projects that increase the throughput efficiency of border crossings. As much as \$482 million may be available within this provision. Only the nonhighway portion(s) of multimodal projects count toward this limit.

Grade crossing and grade separation projects do not count toward the limit for freight rail, port, and intermodal projects. The Department may award less than the full amount available under this provision.

The program statute requires that at least 25 percent of the funds provided for INFRA large project grants must be used for projects located in rural areas, as defined in Section C.6 The program statute requires that at least 30 percent of the funds provided for INFRA small project grants must be used for projects located in rural areas, as defined in Section C.6. The

Department may elect to go above that threshold. The USDOT must consider geographic diversity among grant recipients, including the need for a balance in addressing the needs of urban and rural areas.

BIL specifies that \$150 million in available INFRA funding for each of the fiscal years 2022 to 2026 be set aside for an INFRA Leverage Pilot program. The INFRA Leverage Pilot program will fund projects with a Federal share of less than 50 percent. Not less than 10 percent of the INFRA Leverage Pilot funds will be awarded to small INFRA projects, as defined in Section C.5.ii.(b), and not less than 25 percent of the INFRA Leverage Pilot funds will be awarded to rural projects, as defined in Section C.6.

iii. Rural

The Department will make awards under the Rural program. All funding under this program will be awarded to projects defined as rural projects, as defined in Section C.6. BIL specifies that at least 90 percent of Rural grant amounts must be at least \$25 million, and up to 10 percent of Rural grants may be for grant amounts of less than \$25 million. BIL specifies that 15 percent of the Rural program funds shall be reserved for eligible projects located in States that have rural roadway fatalities as a result of lane departures that are greater than the average of rural roadway fatalities as a result of lane departures in the United States.¹⁸ This is defined based on five-year rolling average of rural roadway departure fatality rate per 100 million VMT. BIL specifies that 25 percent of the Rural program funds shall be reserved for eligible projects that further the completion of designated routes of the Appalachian Development Highway System under section 14501 of title 40 U.S.C.

¹⁸ States with above average rural roadway departure fatalities (based on five-year rolling average of rural roadway departure fatality rate per 100 million VMT) include: Alabama; Alaska; Arkansas; Idaho; Iowa; Kansas; Kentucky; Louisiana; Maine; Mississippi; Missouri; Montana; Nebraska; New Mexico; North Carolina; North Dakota; Oklahoma; Oregon; South Carolina; South Dakota; Tennessee; Vermont; West Virginia; Wyoming.

6. Other Submission Requirements

a. Consideration of Application

Only applicants who comply with all submission deadlines described in this notice and submit applications through Grants.gov will be eligible for award. Applicants are strongly encouraged to make submissions in advance of the deadline.

b. Late Applications

Applications received after the deadline will not be considered except in the case of unforeseen technical difficulties outlined below.

c. Late Application Policy

Applicants experiencing technical issues with Grants.gov that are beyond the applicant's control must contact MPDGrants@dot.gov prior to the application deadline with the user name of the registrant and details of the technical issue experienced. The applicant must provide:

1. Details of the technical issue experienced;
2. Screen capture(s) of the technical issues experienced along with corresponding Grants.gov "Grant tracking number";
3. The "Legal Business Name" for the applicant that was provided in the SF-424;
4. The AOR name submitted in the SF-424;
5. The UEI number associated with the application; and
6. The Grants.gov Help Desk Tracking Number.

To ensure a fair competition of limited competitive funds, the following conditions are not valid reasons to permit late submissions: 1) failure to complete the registration process before the deadline; 2) failure to follow Grants.gov instructions on how to register and apply as posted on its website; 3) failure to follow all the instructions in this notice of funding opportunity; and

4) technical issues experienced with the applicant's computer or information technology environment. After the Department reviews all information submitted and contacts the Grants.gov Help Desk to validate reported technical issues, the Department staff will contact late applicants to approve or deny a request to submit a late application through Grants.gov. If the reported technical issues cannot be validated, late applications will be rejected as untimely.

E. Application Review Information

1. Criteria

i. Overall Application Rating

The Department will assign each eligible project a rating of highly recommended, recommended, or not recommended for each of the grant programs for which the applicant is applying. The rating will be assigned by the Department on the following basis:

A rating of "Not Recommended" will be assigned to projects that:

- The Department determines do not meet one or more statutory requirements for award, or additional information is required for one or more statutory requirements; or
- Receive a low rating in one or more of project outcome, economic analysis, or project readiness; or
- Are otherwise identified by the Senior Review Team to not be suitable for a grant award based on its weakness within a Project Outcome Area.

A rating of "Highly Recommended" will be assigned to projects that:

- The Department determines meet all statutory requirements for award and receive high ratings in all of project outcomes, economic analysis, and project readiness; or
- Meet all statutory requirements for award and are otherwise determined by the Senior Review Team to be an exemplary project of national or regional significance that generates significant benefits in one of the project outcome areas.

A rating of “Recommended” will be assigned to projects that:

- The Department determines meet all statutory requirements for award; and
- Are not otherwise assigned a “Highly Recommended or “Not Recommended” rating.

ii. Project Outcome Criteria

The Department will consider the extent to which the project addresses the following project outcome criteria, which are explained in greater detail below and reflect the key program objectives described in Section D.V: (1) safety; (2) state of good repair; (3) economic impacts, freight movement, and job creation; (4) climate change, resiliency, and the environment; (5) equity, multimodal options, and quality of life; and (6) innovation areas: technology, project delivery, and financing. For each project outcome area, the Project Outcome Analysis team will assign a 0, 1, 2, or 3 according to the guidelines below.

	0	1	2	3
Rating Scale	The project negatively affects this outcome area OR the application contains insufficient information to assess this outcome area.	The project’s claimed benefits in this outcome area are plausible but minimal OR the project’s claimed benefits in this area are not plausible.	The project has clear and direct benefits in this outcome area stemming from adopting common practices for planning, designing or building infrastructure.	The project has clear and direct, data-driven, and significant benefits in this outcome area, that are well supported by the evidence in the application.

The Department is neither weighting these criteria nor is a project required to score highly in each criterion, but project sponsors are encouraged to propose projects that score highly in as many areas as possible. The Department will assign a high, medium-high, medium, medium-low, and low project outcome rating on the following basis:

Score:	Rating
At least three 3’s, no 0’s	High
At least one 3, no 0’s	Medium-High

No 3's, no 0's	Medium
No more than one 0	Medium-Low
Two or more 0's	Low

Criterion #1: Safety

The Department will assess how the project targets a known safety problem and seeks to protect motorized and non-motorized travelers and communities, including vulnerable users, from health and safety risks. The Department will consider the project's estimated impacts on the number, rate, and consequences of crashes, fatalities and serious injuries among transportation users; the degree to which the project addresses vulnerable roadway users; and the degree to which the project addresses inequities in crash victims; the project's incorporation of roadway design and technology that is proven to improve safety. Applicants are encouraged to support actions and activities identified in the National Roadway Safety Strategy ([National Roadway Safety Strategy | US Department of Transportation](#)).¹⁹

The Department is also focused on the national priority of addressing the shortage of long-term parking for commercial motor vehicles on the National Highway System. Projects which increase access to truck parking generate safety benefits for motorized and non-motorized users as well as commercial vehicle operators.

Score	Safety Criterion	Example
0	The project negatively impacts this project outcome area	
1	The project's claimed benefits in this outcome area are plausible but minimal OR the project's claimed benefits in this area are not plausible	Example: The project will result in minimal improvements to safety, with little impact on the number of crashes, fatalities, or serious injuries to the traveling public.

¹⁹ <https://www.transportation.gov/NRSS> <https://www.transportation.gov/NRSS>

2	The project produces nontrivial, positive benefits in this outcome area that are well supported by the evidence in the application.	Example: The project results in measurable reductions in crashes, fatalities, or serious injuries to the traveling public, including vulnerable roadway users, by adopting actions and activities identified in the National Roadway Safety Strategy.
3	The project produces <i>significant</i> , transformative benefits in this outcome area, that are well supported by the evidence in the application.	Example: The project targets a well-known safety problem; results in a significant reduction in fatalities or serious injuries to motorized and nonmotorized users. The project incorporates innovative roadway design or technology aimed at protecting the health and safety of vulnerable roadway users.

Criterion #2: State of Good Repair

DOT will assess whether and to what extent the project: (1) is consistent with relevant plans to maintain transportation facilities or systems in a state of good repair, including Department-required asset management plans; and (2) addresses current and projected vulnerabilities that, if left unimproved, will threaten future transportation network efficiency, mobility of goods or accessibility and mobility of people, or economic growth. The Department will also consider whether the project includes a plan to maintain the transportation infrastructure built with grant funds in a state of good repair. The Department will prioritize projects that ensure the good condition of transportation infrastructure, including rural transportation infrastructure, and support commerce and economic growth. Projects that represent routine or deferred maintenance will be less competitive in this criterion. Per FHWA’s published *Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America*²⁰, the Department encourages applicants to improve the condition and safety of existing State and locally-owned transportation infrastructure within the right-of-way.

Score	State of Good Repair Criterion	Example
0	The project negatively impacts this project outcome area	
1	The project’s claimed benefits in this outcome area are plausible but minimal OR the project’s claimed benefits in this area are not plausible	Example: The project is identified in the sponsor’s Asset Management Plan, but it is difficult to verify that the infrastructure asset will operate at a full level of performance after the project improvements.
2	The project produces nontrivial, positive benefits in this outcome area that are well	Example: The project is identified in the sponsor’s Asset Management Plan and will repair or rebuild an infrastructure asset so that will operate at a full level of

²⁰ https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/building_a_better_america-policy_framework.pdf

	supported by the evidence in the application.	performance.
3	The project produces <i>significant</i> , transformative benefits in this outcome area, that are well supported by the evidence in the application.	Example: The project is identified in the sponsor's Asset Management Plan, will repair or rebuild an infrastructure asset so that will operate at a full level of performance, and is designed to significantly reduce future operation and maintenance costs throughout the asset life, beyond the costs saved from the initial project expenditure, and/or that will significantly lengthen the standard useful life of the asset.

Criterion #3: Economic Impacts, Freight Movement, and Job Creation

The Department will assess the degree to which the project contributes to one or more of the following outcomes (1) improve system operations to increase travel time reliability and manage travel demand for goods movement, especially strengthening the resilience and expanding the capacity of critical supply chain bottlenecks, to promote economic security and improve local and regional freight connectivity to the national and global economy; (2) improve multimodal transportation systems that incorporate affordable transportation options such as public transit to improve mobility of people and goods; (3) decrease transportation costs and improve access, through reliable and timely access, to employment centers and job opportunities; (4) offer significant regional and national improvements in economic strength by increasing the economic productivity of land, capital, or labor, and improving the economic strength of regions and cities; (5) enhance recreational and tourism opportunities by providing access to Federal land, national parks, national forests, national recreation areas, national wildlife refuges, wilderness areas, or State parks; (6)) result in high quality job creation by supporting good-paying jobs with a free and fair choice to join a union, in project construction and in on-going operations and maintenance, and incorporate strong labor standards, such as through the use of project labor agreements, registered apprenticeship programs, and other joint labor-management training programs²¹; (7) result in workforce opportunities for historically

²¹ <https://www.apprenticeship.gov/>

underrepresented groups, such as through the use of local hire provisions or other workforce strategies targeted at or jointly developed with historically underrepresented groups, to support project development; (8) foster economic growth and development while creating long-term high quality jobs, while addressing acute challenges, such as energy sector job losses in energy communities as identified in the report released in April 2021 by the interagency working group established by section 218 of Executive Order 14008; (9) Support integrated land use, economic development, and transportation planning to improve the movement of people and goods and local fiscal health, and facilitate greater public and private investments and strategies in land-use productivity, including rural main street revitalization or increase in the production or preservation of location-efficient housing or (10) help the United States compete in a global economy by encouraging the location of important industries and future innovations and technology in the U.S. and facilitating efficient and reliable freight movement.

Score:	Economic Impacts, Freight Movement, and Job Creation Criterion	Example
0	The project negatively impacts this project outcome area	
1	The project’s claimed benefits in this outcome area are plausible but minimal OR the project’s claimed benefits in this area are not plausible	<p>Example 1: The project sponsor provides some justification, but with minimal evidence, that the project will help to positively impact regional economic development in the area or help to offset job losses in the area.</p> <p>Example 2: The project sponsor provides minimal evidence that the project will create high quality jobs with a free choice to join a union or the incorporation of strong labor standard and practice, such as project labor agreements, use of registered apprenticeships or other joint labor-management training programs, and the use of an appropriately credentialed workforce.</p>
2	The project produces nontrivial, positive benefits in this outcome area that are well supported by the evidence in the application.	<p>Example 1: The project sponsor demonstrates some or limited new short-term or long-term job creation as a result of the project and it is documented by a signed letter from a business(es) stating the amount of new jobs to be created, and how the project is vital to the creation of those jobs.</p> <p>Example 2: The project opens additional new tourism or recreational access and is aligned with a plan that demonstrates that intention.</p> <p>Example 3: The project sponsor demonstrates some evidence that the project will create high quality jobs with a free choice to join a union or the incorporation of strong labor standard and practice, such as project labor agreements, use of registered apprenticeships or other joint labor-management training programs, and the use of an appropriately credentialed workforce.</p>

3	The project produces <i>significant</i> , transformative benefits in this outcome area, that are well supported by the evidence in the application.	<p>Example 1: The project sponsor demonstrates that the project addresses a national supply chain bottleneck, the main goal of the project is to positively impact that bottleneck, and ample evidence is provided that shows significant national supply chain benefits from the project.</p> <p>Example 2: The project sponsor demonstrates significant creation of good-paying jobs with a free and fair choice to join a union and the incorporation of strong labor standards and practices, such as project labor agreements, use of registered apprenticeships or other joint labor-management training programs, and the use of an appropriately credentialed workforce. This can be documented by a signed letter for a labor union, or worker organization that describes the number and characteristics of high-quality jobs on the project.</p>
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Criterion #4: Climate Change, Resiliency, and the Environment

The Department will consider the extent to which the project incorporates considerations of climate change and environmental justice in the planning stage and in project delivery, such as through incorporation of specific design elements that address climate change impacts. The Department will evaluate the degree to which the project is expected to reduce transportation-related pollution such as air pollution and greenhouse gas emissions, increase use of lower-carbon travel modes such as transit and active transportation, improve the resilience of at-risk infrastructure to climate change and other natural hazards, incorporate lower-carbon pavement and construction materials, or address the disproportionate negative environmental impacts of transportation on disadvantaged communities. DOT will evaluate the extent which the project prevents stormwater runoff that would be a detriment to aquatic species. The Department will also consider whether the project will promote energy efficiency, support fiscally responsible land use and transportation efficient design, facilitate the production or preservation of location-efficient affordable housing, incorporate electrification or zero emission vehicle infrastructure, increase resiliency and recycle or redevelop brownfield sites, particularly in communities that disproportionately experience climate-change-related consequences. The Department will consider whether projects in floodplains are upgraded consistent with the Federal Flood Risk Management Standard, to the extent consistent with current law, in Executive Order 14030

Climate-Related Financial Risk (86 FR 27967,) and Executive Order 13690, *Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input* (80 FR 6425.)

The Department will assess whether the project has addressed environmental sustainability, including but not limited to consideration of the following examples:

- (1) The project results in greenhouse gas emissions reductions relative to a no-action baseline;
- (2) A Local/Regional/State Climate Action Plan that results in lower greenhouse gas emissions has been prepared and the project directly supports that Climate Action Plan;
- (3) The regional transportation improvement program (TIP) or statewide transportation improvement program (STIP) is based on integrated land use and transportation planning and design that increases low-carbon mode travel, reduction of greenhouse gases and vehicle miles traveled or multimodal transportation choices and/or incorporates electrification or zero emission vehicle infrastructure.
- (4) The project sponsor has used environmental justice tools such as the EJSCREEN to minimize adverse impacts to environmental justice communities (<https://ejscreen.epa.gov/mapper/>);
- (5) A Local/Regional/State Energy Baseline Study has been prepared and the project directly supports that study;
- (6) The project supports a modal shift in freight (e.g., from highway to rail) or passenger movement (e.g., from driving to transit, walking, and/or cycling) to reduce emissions. The project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions;
- (7) The project incorporates electrification infrastructure (e.g., installation of electric vehicle charging stations, zero-emission vehicle infrastructure, or both);

- (8) The project promotes energy efficiency;
- (9) The project serves the renewable energy supply chains;
- (10) The project improves disaster preparedness and resilience to all hazards;
- (11) The project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity;
- (12) The project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm (e.g., brownfield redevelopment);
- (13) The project supports or incorporates the construction of energy- and location-efficient buildings, including residential or mixed-use development; or
- (14) The project proposes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both.

Score:	Climate Change, Resiliency, and the Environment Criterion	Example
0	The project negatively impacts this project outcome area	
1	The project’s claimed benefits in this outcome area are plausible but minimal OR the project’s claimed benefits in this area are not plausible	Example: A Local/Regional/State Climate Action Plan has been prepared but it is difficult to verify with the information provided how the actual project would directly positively impact climate or resiliency.
2	The project produces nontrivial, positive benefits in this outcome area that are well supported by the evidence in the application.	Example 1: The project demonstrates some greenhouse gas emission reduction. Example 2: The project sponsor demonstrates that one of the goals of the project is to improve or enhance resiliency of at-risk infrastructure.
3	The project produces <i>significant</i> , transformative benefits in this outcome area, that are well supported by the evidence in the application.	Example 1: The project significantly reduces transportation-related air pollution and greenhouse gas emissions from uncoordinated land-use decisions Example 2: The project sponsor demonstrates that the main goal of the project is to improve or enhance resiliency of at-risk infrastructure and the sponsor has provided ample evidence of increased climate impacts to the project area. Example 3: The project incorporates electrification or zero emission vehicle infrastructure.

Criterion #5: Equity, Multimodal Options, and Quality of Life

The Department will consider the extent to which the project improves quality of life in rural areas or urbanized areas. This may include projects that:

- (1) increase affordable and accessible transportation choices and equity for individuals, including disadvantaged communities;
- (2) improve access to emergency care, essential services, healthcare providers, or drug and alcohol treatment and rehabilitation centers;
- (3) reduce transportation and housing cost burdens, including through public and private investments to support greater commercial and mixed-income residential development near public transportation, along rural main streets or in walkable neighborhoods;
- (4) increase the walkability and accessibility for pedestrians and encourage thriving communities for individuals to work, live, and play by creating transportation choices for individuals to move freely with or without a car;
- (5) enhance the unique characteristics of the community;
- (6) proactively address equity²² or other disparities and barriers to opportunity, through the planning process or through incorporation of design elements;
- (7) have engaged, or will engage, diverse people and communities and demonstrate that equity considerations and community input and ownership, particularly among disadvantaged communities, are meaningfully integrated into planning, development, and implementation of transportation investments. Competitive applications should demonstrate strong collaboration and support among a broad range of stakeholders, including community-based organizations, other public or private entities, and labor unions; or
- (8) support a Local/Regional/State Equitable Development Plan.

The Department will consider the extent to which the project benefits a historically disadvantaged community or population, or areas of persistent poverty.

²² Definitions for “equity” and “underserved communities” are found in Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government*, Sections 2 (a) and (b).

(a) In this context, Areas of Persistent Poverty means: (1) any county that has consistently had greater than or equal to 20 percent of the population living in poverty during the 30-year period preceding November 15, 2021, as measured by the 1990 and 2000²³ decennial census and the most recent annual Small Area Income Poverty Estimates as estimated by the Bureau of the census²⁴; (2) any census tract with a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census²⁵; or (3) any territory or possession of the United States. A county satisfies this definition only if 20 percent of its population was living in poverty in all three of the listed datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the 2020 Small Area Income Poverty Estimates. This definition is the same as the definition used for the RAISE program. The Department lists all counties and census tracts that meet this definition for Areas of Persistent Poverty at <https://datahub.transportation.gov/stories/s/tsyd-k6jj>.

(b) Historically Disadvantaged Communities – The Department has developed a definition of Historically Disadvantaged Communities as part of its implementation of the Justice40 Initiative and will use that definition for the purpose of this Notice of Funding Opportunity. Consistent with OMB’s Interim Guidance for the Justice40 Initiative,²⁶ Historically Disadvantaged Communities include (a) certain qualifying census tracts, (b) any Tribal land, or (c) any territory or possession of the United States. This definition is the same as the definition used for the RAISE program. The Department is providing a list of

²³ See <https://www.census.gov/data/tables/time-series/dec/census-poverty.html> for county dataset.

²⁴ See <https://www.census.gov/data/datasets/2020/demo/saipe/2020-state-and-county.html> for December 2020 Small Area Income Poverty Dataset

²⁵ See <https://data.census.gov/cedsci/table?q=ACSST1Y2018.S1701&tid=ACSST5Y2018.S1701&hidePreview=false> for 2014-2018 five year data series from the American Community Survey

²⁶ <https://www.whitehouse.gov/wp-content/uploads/2021/07/M-21-28.pdf>

census tracts that meet the definition of Historically Disadvantaged Communities, as well as a mapping tool to assist applicants in identifying whether a project is located in a Historically Disadvantaged Community, available at

<https://datahub.transportation.gov/stories/s/tsyd-k6jj>.

The Department will assess whether the project proactively addresses equity and barriers to opportunity, including but not limited to the following examples:

- (1) An equity impact analysis has been completed for the project;
- (2) The project sponsor has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure equity in the overall project delivery and implementation;
- (3) The project includes comprehensive planning and policies to promote hiring of underrepresented populations including local and economic hiring preferences and investments in high-quality workforce development programs with supportive services, including labor-management programs, to help train, place, and retain people in good-paying jobs or registered apprenticeship.
- (4) The project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation;
- (5) The project includes new or improved walking and bicycling infrastructure, reduces automobile dependence, and improves access for people with disabilities and proactively

incorporates Universal Design²⁷;

- (6) The project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities; or
- (7) The project addresses automobile dependence as a form of barrier to opportunity.

The Department will also consider the extent to which the project benefits a Historically Disadvantaged Community or population, or Areas of Persistent Poverty, as defined in Section C of this Notice.

Score:	Equity, Multimodal Options, and Quality of Life Criterion	Example
0	The project negatively impacts this project outcome area	
1	The project’s claimed benefits in this outcome area are plausible but minimal OR the project’s claimed benefits in this area are not plausible	Example 1: The project sponsor has developed and published a general equity policy statement for their agency but have not demonstrated any other equity considerations for the actual project. Example 2: The project sponsor has created additional multimodal access in conjunction with the project, but only as a minimum project requirement, and not as a result of intentional planning efforts.
2	The project produces nontrivial, positive benefits in this outcome area that are well supported by the evidence in the application.	Example: The project sponsor is supporting workforce development programs, including labor-management programs, local hire provisions and incorporating workforce strategy into project development in a manner that produces non-trivial benefits.
3	The project produces <i>significant</i> , transformative benefits in this outcome area, that are well supported by the evidence in the application.	Example: The project sponsor includes new and/or greatly improved multimodal and transit access across previously bifurcated disadvantaged neighborhoods, and demonstrates how specifically the disadvantaged neighborhoods will be positively impacted, and how those improvements were as a result of intentional planning and public input.

Criterion #6: Innovation Areas: Technology, Project Delivery, and Financing

Consistent with the Department’s Innovation Principles²⁸ to support workers, to allow for experimentation and learn from failure, to provide opportunities to collaborate, and to be flexible and adapt as technology changes, the Department will assess the extent to which the applicant uses innovative and secure-by-design strategies, including: (1) innovative technologies, (2) innovative

²⁷ ”Universal design” is a concept in which products and environments are designed to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design. For more information:

<https://www.section508.gov/develop/universal-design/>

²⁸ <https://www.transportation.gov/priorities/innovation/us-dot-innovation-principles>

project delivery, or (3) innovative financing.

Innovative Technology: Consistent with the Department's Innovation Principles, the Department will assess innovative and secure-by-design technological approaches to transportation, particularly in relation to automated, connected, and electric vehicles and the detection, mitigation, and documentation of safety risks. When making grant award decisions, the Department will consider any innovative technological approaches proposed by the applicant, particularly projects that incorporate innovative technological design solutions, enhance the environment for connected, electric, and automated vehicles, or use technology to improve the detection, mitigation, and documentation of safety risks.

Innovative technological approaches may include, but are not limited to:

- Conflict detection and mitigation technologies (e.g., intersection alerts and signal prioritization);
- Dynamic signaling, smart traffic signals, or pricing systems to reduce congestion;
- Traveler information systems, to include work zone data exchanges;
- Signage and design features that facilitate autonomous or semi-autonomous vehicle technologies;
- Applications to automatically capture and report safety-related issues (e.g., identifying and documenting near-miss incidents);
- Vehicle-to-Everything (V2X) Technologies (e.g., technology that facilitates passing of information between a vehicle and any entity that may affect the vehicle);
- Vehicle-to-Infrastructure (V2I) Technologies (e.g., digital, physical, coordination, and other infrastructure technologies and systems that allow vehicles to interact with transportation infrastructure in ways that improve their mutual performance);

- Vehicle-to-Grid Technologies (e.g., technologies and infrastructure that encourage electric vehicle charging, and broader sustainability of the power grid);
- Cybersecurity elements to protect safety-critical systems;
- Broadband deployment and the installation of high-speed networks concurrent with the transportation project construction;
- Technology at land and seaports of entry that reduces congestion, wait times, and delays, while maintaining or enhancing the integrity of our border;
- Work Zone data exchanges or related data exchanges; or
- Other Intelligent Transportation Systems (ITS) that directly benefit the project's users or workers, such as a project to develop, establish, or maintain an integrated mobility management system, a transportation demand management system, or on-demand mobility services.

For innovative safety proposals, the Department will evaluate safety benefits that those approaches could produce and the broader applicability of the potential results. The Department will also assess the extent to which the project uses innovative technology that supports surface transportation to significantly enhance the operational performance of the transportation system. Please note that all innovative technology must be in compliance with 2 CFR § 200.216.²⁹

Innovative Project Delivery: The Department will consider the extent to which the project utilizes innovative practices in contracting (such as public-private partnerships and single contractor design-build arrangements), congestion management, asset management, or long-term operations and maintenance.

The Department also seeks projects that employ innovative approaches to improve the efficiency and effectiveness of the environmental permitting and review to accelerate project

²⁹ <https://ecfr.federalregister.gov/current/title-2/subtitle-A/chapter-II/part-200/subpart-C/section-200.216>

delivery and achieve improved outcomes for communities and the environment. The Department’s objective is to achieve timely and consistent environmental review and permit decisions. Participation in innovative project delivery approaches will not remove any statutory requirements affecting project delivery.

Innovative Financing: The Department will assess the extent to which the project incorporates innovations in transportation funding and finance through both traditional and innovative means, including by using private sector funding or financing or using congestion pricing or other demand management strategies to address congestion. This includes the use of non-traditional sources of transportation funding to leverage traditional federal sources of funding to expand the overall investment in transportation infrastructure.

Score:	Innovation Criterion	Example
0	The project negatively impacts this project outcome area	
1	The project’s claimed benefits in this outcome area are plausible but minimal OR the project’s claimed benefits in this area are not plausible	Example: The project references the incorporation of innovative technologies but does not elaborate on the benefits of those technologies or demonstrate how those technologies align with USDOT’s innovation principles.
2	The project produces nontrivial, positive benefits in this outcome area that are well supported by the evidence in the application.	Example 1: The project incorporates some or limited amount of materials or construction processes that reduce greenhouse gas emissions. Example 2: The project incorporates innovative technology that advances USDOT innovation goals and employs innovative project delivery methods that will accelerate delivery and achieved improved outcomes.
3	The project produces <i>significant, transformative</i> benefits in this outcome area, that are well supported by the evidence in the application.	Example 1: The project incorporates a significant amount of materials or construction processes that reduce greenhouse gas emissions. Example 2: The project will generate significant benefits as a direct result of innovative technology, project delivery approaches, or innovative financing.

iii. Economic Analysis Rating

The Department will consider a project’s benefits as compared to its costs to determine whether a project is cost effective and assign an economic analysis rating. To the extent possible, the Department will rely on quantitative, evidence-based and data-supported analysis, in this assessment. Based on the Department’s assessment, the Department will assign an economic analysis rating of high, medium-high, medium, medium-low, or low according to the following table:

Rating	Description
High	The project’s benefits will exceed its costs, with a benefit-cost ratio of at least 1.5
Medium-High	The project's benefits will exceed its costs
Medium	The project's benefits are likely to exceed its costs
Medium-Low	The project's costs are likely to exceed its benefits
Low	The project’s costs will exceed its benefits

iv. Project Readiness Rating

The Department will consider project readiness to assess the likelihood of a successful project. In that project readiness analysis, the Department will consider three evaluation ratings: Environmental Risk, Technical Assessment, and Financial Completeness Assessment. The application should contain a section that explicitly addresses Environmental Risk, but the Technical Assessment and Financial Completeness Assessment will be based on information contained throughout the application.

Environmental Risk assessment analyzes the project’s environmental approvals and likelihood of the necessary approval affecting project obligation, and results in a rating of “high risk,” “moderate risk,” or “low risk.”

The Technical Assessment will be reviewed for all eligible applications and will assess the

applicant’s capacity to successfully deliver the project in compliance with applicable Federal requirements based on factors including the recipient’s experience working with Federal agencies, civil rights compliance (including compliance with Title VI of the Civil Rights Act of 1964 and accompanying DOT regulations, the Americans with Disability Act, and Section 504 of the Rehabilitation Act), previous experience with Department discretionary grant awards and the technical experience and resources dedicated to the project. Technical Assessment ratings will be one of the following: “certain,” “somewhat certain,” “uncertain,” or “unknown.” Lack of previous project delivery according to Federal requirements is not sufficient justification for a rating of “uncertain,” but may result in a rating of “unknown.”

The Financial Completeness Assessment reviews the availability of matching funds and whether the applicant presented a complete funding package, and will receive a rating of “complete,” “partially complete,” or “incomplete.” For projects that receive a rating of “complete” and include funding estimates that are based on early stages of design (e.g. less than 30 percent design) or outdated cost estimates, without specified contingency, evaluators may add a comment to note the potential for uncertainty in the estimated project costs. All applicants should describe a plan to address potential cost overruns.

The Project Readiness Ratings described above will be translated to a high, medium-high, medium, medium-low, or low rating, using the table below:

Rating	1	2	3
Technical Assessment	Uncertain: The team is not confident in the applicant's capacity to deliver this project in a manner that satisfies Federal requirements	Somewhat Certain/Unknown: The team is moderately confident in the applicant's capacity to deliver the project in a manner that satisfies Federal requirements	Certain: The team is confident in the applicant's capacity to deliver the project in a manner that satisfies Federal requirements
Financial Completeness	Incomplete Funding: The project lacks full funding, or one or more Federal or non-Federal match sources are still uncertain as to whether they will be secured in time to meet the project's construction schedule	Partially Complete/Appear Stable and Highly Likely to be Available: Project funding is not fully committed but appears highly likely to be secured in time to meet the project's construction schedule	Complete, Stable and Committed: The Project's Federal and non-Federal sources are fully committed—and there is demonstrated funding available to cover contingency/cost increases.
Environmental Review and Permitting Risk	High Risk: The project has not completed or begun NEPA and there are known environmental or litigation concerns associated with the project.	Moderate Risk: The project has not completed NEPA or secured necessary Federal permits, and it is uncertain whether they will be able to complete NEPA or secure necessary Federal permits in the time necessary to meet their project schedule.	Low Risk: The Project has completed NEPA or it is highly likely that they will be able to complete NEPA and other environmental reviews in the time necessary to meet their project schedule.

Score:	Rating
All 3's	High
Two 3's, one 2	Medium-High
One 3, two 2's	Medium
All 2's	Medium-Low
Any 1's	Low

- v. Additional Considerations
 - a. Geographic Diversity

By statute, when selecting MPDG projects, the Department must consider contributions to geographic diversity among recipients, including the need for a balance between the needs of rural and urban communities. The Department will consider whether the project is located in an Area of Persistent Poverty or a Historically Disadvantaged Community, as defined in Section C of this Notice.

The Department will also consider whether the project is located in the Department or Federally designated area such as a qualified opportunity zone, Empowerment Zone, Promise Zone, or Choice Neighborhood. Applicants can find additional information about each of the designated zones at the sites below:

- Opportunity Zones: (<https://opportunityzones.hud.gov/>)
- Empowerment Zones: (https://www.hud.gov/hudprograms/empowerment_zones)
- Promise Zones:
(https://www.hud.gov/program_offices/field_policy_mgt/fieldpolicymgtpz)
- Choice Neighborhoods:
(https://www.hud.gov/program_offices/public_indian_housing/programs/ph/cn)

A project located in a Federally designated community development zone is more competitive than a similar project that is not located in a Federally designated community development zone. The Department will rely on applicant-supplied information to make this determination and will only consider this if the applicant expressly identifies the designation in their application.

b. Evaluation of Project Requirements

The following describes how the Department will evaluate the statutory Project requirements for the MPDG opportunity.

1. The project will generate (or for Mega, “is likely to generate”) national or regional economic, mobility, or safety benefits (applicable for Mega, INFRA, and Rural).

A project meets this determination if the Project Outcome Analysis documents national or regional economic, mobility, or safety benefits.

2. The project will be cost effective (applicable for Mega, INFRA, and Rural).

The Department’s determination will be based on its estimate of the project’s benefits and costs: a project is determined to be cost effective if the Department estimates that the project’s benefits will or are likely to exceed its costs.

3. The project will contribute to the accomplishment of one or more of the goals described in 23 U.S.C. § 150 (applicable for INFRA and Rural).

A project meets this requirement if the Project Outcome Analysis documents benefits related to one of the following:

National Goals.—It is in the interest of the United States to focus the Federal-aid highway program on the following national goals:

(1) Safety.—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

(2) Infrastructure condition.—To maintain the highway infrastructure asset system in a state of good repair.

(3) Congestion reduction.—To achieve a significant reduction in congestion on the National Highway System.

(4) System reliability.—To improve the efficiency of the surface transportation system.

(5) Freight movement and economic vitality.—To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

(6) Environmental sustainability.—To enhance the performance of the transportation system while protecting and enhancing the natural environment.

(7) Reduced project delivery delays.—To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

4. The project is based on the results of preliminary engineering (applicable for INFRA and Rural).

A project meets this requirement if the application provides evidence that at least one of the following activities has been completed at the time of application submission: environmental assessments, topographic surveys, metes and bounds surveys, geotechnical investigations, hydrologic analysis, hydraulic analysis, utility engineering, traffic studies, financial plans, revenue estimates, hazardous materials assessments, general estimates of the types and quantities of materials, or other work needed to establish parameters for the final design.

5. With respect to related non-Federal financial commitments, one or more stable and dependable funding or financing sources are available to construct, maintain, and operate the project, and contingency amounts are available to cover unanticipated cost increases (applicable for Mega and INFRA).

A project meets this requirement if the application demonstrates that financing sources are dedicated to the proposed project and are highly likely to be available within the proposed project schedule, and if it provides evidence of contingency funding in the project budget.

6. The project cannot be easily and efficiently completed without other Federal funding or financial assistance available to the project sponsor (applicable to INFRA) -or- The project is in significant need of Federal funding (applicable to Mega).

A project meets this requirement if the application demonstrates one or more of the following:

- (1) The project scope would be negatively affected if MPDG or other Federal funds were not received.
- (2) The project schedule would be negatively affected if MPDG or other Federal funds were not received.
- (3) The project cost would materially increase if MPDG or other Federal funds were not received.

7. The project is reasonably expected to begin construction no later than 18 months after the date of obligation of funds for the project (applicable to INFRA and Rural).

A project meets this requirement if the proposed project schedule and the evaluation of the project readiness evaluation team indicate that it is reasonably expected to begin construction not later than 18 months after obligation.

8. The applicant has, or will have, sufficient legal, financial, and technical capacity to carry out the project (applicable to Mega).

A project meets this requirement if the EMO team determines, based on the assessment of project readiness evaluation teams, that the applicant has sufficient legal, financial, and technical capacity to carry out the project, as described in Section E.

9. Small INFRA Projects (applicable to Small INFRA projects)

For Small INFRA projects to be selected, the Department must consider the cost effectiveness of the proposed project, the effect of the proposed project on mobility in the State and region in which the project is carried out, and the effect of the proposed project on safety on freight corridors with significant hazards, such as high winds, heavy snowfall, flooding, rockslides, mudslides, wildfire, wildlife crossing onto the roadway, or steep grades. The

Department will consider a small INFRA project's cost effectiveness based on the results of the benefit-cost analysis submitted with the application. The Department will consider the effect of the proposed project on mobility as part of the Economic Impacts and Equity Project Outcome Areas. The Department will consider the effect on safety on freight corridors with significant hazards as part of the Climate, Safety, and Economic Impact Project Outcome areas.

vi. Previous Awards

The Department may consider whether the project has previously received an award from the RAISE, INFRA, or other departmental discretionary grant programs.

2. Review and Selection Process

Section E addresses the statutory requirement that the Department describe the methodology that will be used to determine if projects satisfy statutory project requirements, how they will be rated according to selection criteria and considerations, and how those criteria and considerations will be used to assign an overall rating.

The MPDG evaluation process consists of a Analysis Phase and Senior Review Phase. In the Analysis Phase, teams will, for each project, determine whether the project satisfies statutory requirements and rate how well it addresses the selection criteria using the rating system described in section E.1. If an applicant opts out of a specific program, then the Department will not consider whether the proposed project meets that program's requirements.

The Senior Review Team will consider the applications and the technical evaluations, assign an overall rating according to the methodology described above. Once every project has been assigned an overall rating for each program, The SRT will review if the list of Highly Recommended projects under each program is sufficient to satisfy program set-asides and geographic diversity requirements. If not, 'Recommended' projects may be added to each

program's proposed list of Projects for Consideration until each program's list can satisfy necessary program set asides and geographic diversity requirements. The SRT can add a Recommended project only if that project directly addresses an identified insufficiency related to the program set-asides, geographic diversity requirements, or to ensure there are sufficient projects to distribute all available funds, *and* the SRT treats all similarly situated Recommended projects the same.

For each program, the SRT will present the list of Projects for Consideration to the Secretary, either collectively or through a representative. The SRT may advise the Secretary on any project on the list of Projects for Consideration, including options for reduced awards, but the Secretary makes final project selections. The Secretary must prioritize selections from among the projects assigned a "Highly Recommended" Rating. The Secretary's selections identify the applications that best address program requirements and are most worthy of funding.

3. Additional Information

Prior to award, each selected applicant will be subject to a risk assessment as required by 2 CFR § 200.206. The Department must review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)). An applicant may review information in FAPIIS and comment on any information about itself that a Federal awarding agency previously entered. The Department will consider comments by the applicant, in addition to the other information in FAPIIS, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants.

F. Federal Award Administration Information

1. Federal Award Notices

Following the evaluation outlined in Section E, the Secretary will announce awarded projects by posting a list of selected projects at <https://www.transportation.gov/grants/mpdg-announcement> Following the announcement, the Department will contact the point of contact listed in the SF 424 to initiate negotiation of a project-specific agreement.

2. Administrative and National Policy Requirements

i. Safety Requirements

The Department will require MPDG projects to meet two general requirements related to safety. First, MPDG projects must be part of a thoughtful, data-driven approach to safety. Each State maintains a strategic highway safety plan.³⁰ MPDG projects will be required to incorporate appropriate elements that respond to priority areas identified in that plan and are likely to yield safety benefits. Second, MPDG projects will incorporate appropriate safety-related activities that the Federal Highway Administration (FHWA) has identified as “proven safety countermeasures” due to their history of demonstrated effectiveness.³¹

After selecting MPDG recipients, the Department will work with those recipients on a project-by-project basis to determine the specific safety requirements that are appropriate for each award.

ii. Program Requirements

(a) Climate Change and Environmental Justice Impact Consideration

Each applicant selected for MPDG grant funding must demonstrate effort to

³⁰ Information on State-specific strategic highway safety plans is available at https://safety.fhwa.dot.gov/shsp/other_resources.cfm.

³¹ Information on FHWA proven safety countermeasures is available at: <https://safety.fhwa.dot.gov/provencountermeasures/>.

consider climate change and environmental justice impacts as described in Section A. Projects that have not sufficiently considered climate change and environmental justice in their planning, as determined by the Department, will be required to do so before receiving funds for construction, consistent with Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad* (86 FR 7619).³²

(b) Equity and Barriers to Opportunity

Each applicant selected for MPDG grant funding must demonstrate effort to improve equity and reduce barriers to opportunity as described in Section A. Projects that have not sufficiently considered equity and barriers to opportunity in their planning, as determined by the Department, will be required to do so before receiving funds for construction, consistent with Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government* (86 FR 7009).³³

(c) Labor and Work

Each applicant selected for MPDG grant funding must demonstrate, to the full extent possible consistent with the law, an effort to create good-paying jobs with the free and fair choice to join a union and incorporation of high labor standards as described in Section A. To the extent that applicants have not sufficiently considered job quality and labor rights in their planning, as determined by the Department of Labor, the applicants will be required to do so before receiving funds for construction, consistent with Executive Order 14025, *Worker Organizing and Empowerment* (86 FR

³² An illustrative example of how these requirements are applied to recipients can be found here: <https://cms.buildamerica.dot.gov/buildamerica/financing/infra-grants/infra-fy21-fhwa-general-terms-and-conditions>

³³ An illustrative example of how these requirements are applied to recipients can be found here: <https://cms.buildamerica.dot.gov/buildamerica/financing/infra-grants/infra-fy21-fhwa-general-terms-and-conditions>

22829), and Executive Order 14052, *Implementation of the Infrastructure Investment and Jobs Act* (86 FR 64335).

As expressed in section A, equal employment opportunity is an important priority. The Department wants to ensure that project sponsors have the support they need to meet requirements under EO 11246, *Equal Employment Opportunity* (30 FR 12319, and as amended). All federally assisted contractors are required to make good faith efforts to meet the goals of 6.9% of construction project hours being performed by women and goals that vary based on geography for construction work hours and for work being performed by people of color.³⁴ The U.S. Department of Labor's Office of Federal Contract Compliance Programs (OFCCP) has a Mega Construction Project Program through which it engages with project sponsors as early as the design phase to help promote compliance with non-discrimination and affirmative action obligations. Through the program, OFCCP offers contractors and subcontractors extensive compliance assistance, conducts compliance evaluations, and helps to build partnerships between the project sponsor, prime contractor, subcontractors, and relevant stakeholders. OFCCP will identify projects that receive an award under this notice and are required to participate in OFCCP's Mega Construction Project Program from a wide range of federally assisted projects over which OFCCP has jurisdiction and that have a project cost above \$35 million. DOT will require project sponsors with costs above \$35 million that receive awards under this funding opportunity to partner with OFCCP, if selected by OFCCP, as a condition of their DOT award. Under that partnership, OFCCP will ask these project sponsors to make clear to prime contractors

³⁴ <https://www.dol.gov/sites/dolgov/files/ofccp/ParticipationGoals.pdf>

in the pre-bid phase that project sponsor's award terms will require their participation in the Mega Construction Project Program. Additional information on how OFCCP makes their selections for participation in the Mega Construction Project Program is outlined under "Scheduling" on the Department of Labor website:

<https://www.dol.gov/agencies/ofccp/faqs/construction-compliance>.

(d) Critical Infrastructure Security and Resilience

It is the policy of the United States to strengthen the security and resilience of its critical infrastructure against both physical and cyber threats. Each applicant selected for MPDG grant funding must demonstrate, prior to the signing of the grant agreement, effort to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of the project. Projects that have not appropriately considered and addressed physical and cyber security and resilience in their planning, design, and project oversight, as determined by the Department and the Department of Homeland Security, will be required to do so before receiving funds for construction, consistent with *Presidential Policy Directive 21 - Critical Infrastructure Security and Resilience and the National Security Presidential Memorandum on Improving Cybersecurity for Critical Infrastructure Control Systems*.

iii. Other Administrative and Policy Requirements

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 CFR part 200, as adopted by the Department at 2 CFR part 1201. INFRA and Rural grant funds are made available under title 23 of the United States Code and generally subject to the requirements of that title. Consistent with 23 U.S.C. §§ 117(l) and 173(o), for freight projects awarded INFRA grant funds and all projects award Rural grant funds, the project will be treated as if it is located

on a Federal-aid highway. The Department will also treat non-Freight projects eligible for INFRA funding under 23 U.S.C. § 117(c)(1)(A)(iv-vii) as though they are federal-aid highway projects for the purposes of applying federal requirements. For projects awarded Mega grant funds, the project will be treated in relation to project's modal nature: the requirements of title 23 shall apply to a highway, road or bridge project; the requirements of chapter 53 of title 49 of the United States Code shall apply to a transit project; the requirements of 49 U.S.C. § 22905 shall apply to a rail project or component; and, the requirements of 49 U.S.C. § 5333 shall apply to any public transportation component of a project. Additionally, as permitted under the requirements described above, applicable Federal laws, rules, and regulations of the relevant operating administration administering the project will apply to the projects that receive MPDG grants, including planning requirements, Stakeholder Agreements, and other requirements under the Department's other highway, transit, rail, and port grant programs..

As expressed in Executive Order 14005, *Ensuring the Future Is Made in All of America by All of America's Workers* (86 FR 7475), it is the policy of the executive branch to maximize, consistent with law, the use of goods, products, and materials produced in, and services offered in, the United States. The Mega, INFRA, and Rural programs are infrastructure programs subject to the Build America, Buy America Act (Pub. L. No 117-58, div. G §§ 70901–70927). All INFRA and Rural projects are subject to the Buy America requirement at 23 U.S.C. § 313, as are Mega projects administered by the Federal Highway Administration. Mega projects administered by other OAs will be subject to the Buy America regime applicable to that OA. The Department expects all recipients to be able to complete their project without needing a waiver. However, to obtain a waiver, a recipient must be prepared to demonstrate how they will maximize the use of domestic goods, products, and materials in constructing their project.

The applicability of Federal requirements to a project may be affected by the scope of the

NEPA reviews for that project. For example, under 23 U.S.C. § 313(g), Buy America requirements apply to all contracts that are eligible for assistance under title 23, United States Code, and are carried out within the scope of the NEPA finding, determination, or decision regardless of the funding source of such contracts if at least one contract is funded with Title 23 funds. As another example, Americans with Disabilities Act (ADA) regulations apply to all projects funded under this Notice.

Recipients of Federal transportation funding will be required to comply fully with the ADA, Title VI of the Civil Rights Act of 1964, and all other civil rights requirements. The Department's and the applicable Operating Administrations' Office of Civil Rights may work with awarded projects to ensure full compliance with Federal civil rights requirements.

In connection with any program or activity conducted with or benefiting from funds awarded under this notice, recipients of funds must comply with all applicable requirements of Federal law, including, without limitation, the Constitution of the United States; the conditions of performance, nondiscrimination requirements, and other assurances made applicable to the award of funds in accordance with regulations of the Department of Transportation; and applicable Federal financial assistance and contracting principles promulgated by the Office of Management and Budget. In complying with these requirements, recipients, in particular, must ensure that no concession agreements are denied or other contracting decisions made on the basis of speech or other activities protected by the First Amendment. If the Department determines that a recipient has failed to comply with applicable Federal requirements, the Department may terminate the award of funds and disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

MPDG projects involving vehicle acquisition must involve only vehicles that comply with applicable Federal Motor Vehicle Safety Standards and Federal Motor Vehicle Safety

Regulations, or vehicles that are exempt from Federal Motor Carrier Safety Standards or Federal Motor Carrier Safety Regulations in a manner that allows for the legal acquisition and deployment of the vehicle or vehicles.

3. Reporting

i. Progress Reporting on Grant Activity

Each applicant selected for an MPDG opportunity grant must submit the Federal Financial Report (SF-425) on the financial condition of the project and the project's progress, as well as an Annual Budget Review and Program Plan to monitor the use of Federal funds and ensure accountability and financial transparency in the MPDG opportunity. In addition, Mega grant recipients will be required to submit a data collection baseline and a Project Outcomes report, as described in Section C.5.i.(c).

ii. Reporting of Matters Related to Integrity and Performance

If the total value of a selected applicant's currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10,000,000 for any period of time during the period of performance of this Federal award, then the applicant during that period of time must maintain the currency of information reported SAM that is made available in the designated integrity and performance system (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)) about civil, criminal, or administrative proceedings described in paragraph 2 of this award term and condition. This is a statutory requirement under section 872 of Pub. L. No.110-417, as amended (41 U.S.C. § 2313). As required by section 3010 of Pub. L. No. 111-212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available.

iii. Program Evaluation

As a condition of grant award, grant recipients may be required to participate in an evaluation undertaken by DOT or another agency or partner. The evaluation may take different forms such as an implementation assessment across grant recipients, an impact and/or outcomes analysis of all or selected sites within or across grant recipients, or a benefit/cost analysis or assessment of return on investment. We may require applicants to collect data elements to aid the evaluation. As a part of the evaluation, as a condition of award, grant recipients must agree to: (1) make records available to the evaluation contractor; (2) provide access to program records, and any other relevant documents to calculate costs and benefits; (3) in the case of an impact analysis, facilitate the access to relevant information as requested; and (4) follow evaluation procedures as specified by the evaluation contractor or DOT staff.

Recipients and subrecipients are also encouraged to incorporate program evaluation including associated data collection activities from the outset of their program design and implementation to meaningfully document and measure their progress towards meeting an agency priority goal(s). Title I of the Foundations for Evidence-Based Policymaking Act of 2018 (Evidence Act), Pub. L. No. 115-435 (2019) urges federal awarding agencies and federal assistance recipients and subrecipients to use program evaluation as a critical tool to learn, to improve equitable delivery, and to elevate program service and delivery across the program lifecycle. Evaluation means “an assessment using systematic data collection and analysis of one or more programs, policies, and organizations intended to assess their effectiveness and efficiency.” Evidence Act § 101 (codified at 5 U.S.C. § 311). Credible program evaluation activities are implemented with relevance and utility, rigor, independence and objectivity, transparency, and ethics (OMB Circular A-11, Part 6 Section 290).

For grant recipients receiving an award, evaluation costs are allowable costs (either as

direct or indirect), unless prohibited by statute or regulation, and such costs may include the personnel and equipment needed for data infrastructure and expertise in data analysis, performance, and evaluation. (2 CFR Part 200).

G. Federal Awarding Agency Contacts

For further information concerning this notice, please contact the Office of the Secretary via email at MPDGrants@dot.gov. In addition, up to the application deadline, the Department will post answers to common questions and requests for clarifications on the Department's website at <https://www.transportation.gov/grants/mpdg-frequently-asked-questions>. To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact the Department directly, rather than through intermediaries or third parties, with questions. Department staff may also conduct briefings on the MPDG Transportation grant selection and award process upon request.

H. Other Information

1. Protection of Confidential Business Information

All information submitted as part of, or in support of, any application shall use publicly available data or data that can be made public and methodologies that are accepted by industry practice and standards, to the extent possible. If the application includes information the applicant considers to be a trade secret or confidential commercial or financial information, the applicant should do the following: (1) note on the front cover that the submission "Contains Confidential Business Information (CBI)"; (2) mark each affected page "CBI"; and (3) highlight or otherwise denote the CBI portions.

The Department protects such information from disclosure to the extent allowed under applicable law. In the event the Department receives a Freedom of Information Act (FOIA) request for the information, the Department will follow the procedures described in its FOIA

regulations at 49 CFR § 7.17. Only information that is ultimately determined to be confidential under that procedure will be exempt from disclosure under FOIA.

2. Publication of Application Information

Following the completion of the selection process and announcement of awards, the Department intends to publish a list of all applications received along with the names of the applicant organizations and funding amounts. Except for the information properly marked as described in Section H, the Department may make application narratives publicly available or share application information within the Department or with other Federal agencies if the Department determines that sharing is relevant to the respective program's objectives.

As required by statute the Department will also publish the overall rating for each project seeking Mega Project funds.

3. Department Feedback on Applications

The Department strives to provide as much information as possible to assist applicants with the application process. The Department will not review applications in advance, but Department staff are available for technical questions and assistance. To efficiently use Department resources, the Department will prioritize interactions with applicants who have not already received a debrief on their FY 2021 INFRA application. Program staff will address questions to MPDGGrants@dot.gov throughout the application period.

4. Prohibition on Use of Funds to Support or Oppose Union Organizing

MPDG funds may not be used to support or oppose union organizing, whether directly or as an offset for other funds.

5. MPDG Extra, Eligibility and Designation

The MPDG Extra initiative is aimed at encouraging sponsors with competitive projects that do not receive an MPDG award to consider applying for TIFIA credit assistance.

Projects for which a MPDG application receives a Highly Recommended rating, as

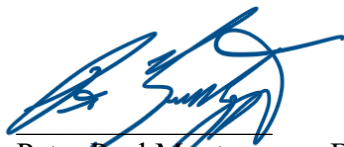
described in Section E, but that are not awarded, are automatically designated *MPDG Extra Projects*, unless the Department determines that they are not reasonably likely to satisfy the TIFIA project type (23 U.S.C. § 601(a)(12)) and project size (23 U.S.C. § 602(a)(5)) eligibilities. This designation provides the sponsors of these projects the opportunity to apply for TIFIA credit assistance for up to 49% of eligible project costs. Under current policy, TIFIA credit assistance is limited to 33% of eligible project costs unless the applicant provides strong rationale for requiring additional assistance.

Projects designated as MPDG Extra Projects will be announced by the Secretary after MPDG award announcements are made.

For further information about the TIFIA program in general, including details about the types of credit assistance available, eligibility requirements and the creditworthiness review process, please refer to the Build America Bureau Credit Programs Guide, available on the Build America Bureau website: <https://www.transportation.gov/buildamerica/financing/program-guide>.

DISCLAIMER: A MPDG Extra Project designation does not guarantee that an applicant will receive TIFIA credit assistance, nor does it guarantee that any award of TIFIA credit assistance will be equal to 49% of eligible project costs. Receipt of TIFIA credit assistance is contingent on the applicant's ability to satisfy applicable creditworthiness standards and other Federal requirements.

Issued in Washington D.C. on March 22, 2022:



Peter Paul Montgomery Buttigieg
Secretary of Transportation