



SUCCESSFUL STRATEGIES FOR SECURING COMPETITIVE FUNDING

WINTER 2024 POLICY MEETING
JANUARY 19-20 • WASHINGTON, DC

Historic investments are flowing to local governments to support equitable infrastructure and climate adaptation efforts, but accessing competitive or discretionary dollars requires financial, organizational, and personnel resources that are a challenge for many cities. From leveraging creative matching funds, to building key partnerships, to accessing data and being aware of emerging opportunities, this session will provide recommendations to address these challenges from federal officials and communities who have experienced and overcome them.



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Insights from USDOT on Winning Grant Applications

On Wednesday, August 16, United for Infrastructure hosted Submitting for Competitive NOFOs: Understanding Best Practices and Pitfalls with our Steering Committee partners at the National League of Cities (NLC), featuring a fantastic team of speakers from USDOT. Dozens of attendees joined us in person at NLC's headquarters in Washington, DC with nearly 200 virtual attendees from across the country.

Four USDOT speakers provided timely and straightforward information for our workshop attendees, including Mariia Zimmerman, Strategic Advisor for Technical Assistance and Communities Solutions, Co-Director of BIL Implementation (interim); Stephanie Pollack, Coordinator for Project Delivery Support, Co-Director of BIL Implementation (interim); Kim Bathrick, Transportation Policy Analyst- RAISE Grants Team; and Aubrei Barton, Transportation Policy Analyst- RAISE and MPDG Grants Team.



Our USDOT colleagues shared a detailed and substantive presentation on every aspect of the grant application process. You can find their slides [here](#). A few resources highlighted during the workshop that everyone should be aware of include:

DOT Navigator – Includes a frequently updated section with resources to help with grant applications, developed specifically with a focus for entities that might be new to the grant application process and a checklist to help grant applicants think about what to include in their applications and how to tell a compelling story about your community.

NOFO Guide – Notices of funding opportunities with a calendar that is frequently updated of some of the most popular programs.

The speakers also offered several great tips on how to make your grant applications as competitive as possible. Remember, having your grant application accepted has approximately the same odds as admittance into an Ivy League school. Following the instructions carefully and incorporating best practices are critical to standing out in a very competitive landscape. Some of the tips included:

- When multiple organizations from the same community apply for one program, your region is competing against itself. A stronger application includes multiple organizations and partners, showing that there is synergy and collaboration.
- Public involvement should be woven into planning and project delivery phases, and federal funds are available to support that engagement. Don't isolate public involvement exclusively to long-range transportation planning.
- Incorporating a plan to engage small businesses in your application will help it stand out. The administration sees this moment as a critical time to support entrepreneurs and plans to engage small businesses in planning and project delivery are important.
- Be realistic about construction and permitting timelines, cash flow and project payment, and project delivery when you're submitting your application.
- Tell a compelling story about your project – but make sure it is non-fiction! Help USDOT understand what you're trying to accomplish and how it will improve your community. Who are you working with and who is this project serving?

For small cities and communities looking for additional guidance, the Local Infrastructure Hub at NLC is running a series of bootcamps designed to help small and mid-sized local governments take advantage of more federal grant opportunities.

Thank you to everyone who joined us, and again, a huge thank you to our USDOT speakers for providing such timely and useful information. If you have additional ideas for programming that would be interesting and helpful for getting the word out about how to maximize the resources available in the Bipartisan Infrastructure Law, please reach out to Ross at ross@acceleratoraction.org.

Six Ways To Make Your BIL Grant Application More Competitive

Results for America

Jan 30, 2023

By Kelsey Berkowitz



From the American Rescue Plan (ARP) to the Bipartisan Infrastructure Law (BIL) to the Inflation Reduction Act (IRA), billions of dollars are now set to flow to states and localities from the federal government. Following a pandemic that highlighted long-standing inequities, state and local officials have a historic opportunity to improve infrastructure, tackle the climate crisis, advance environmental justice, invest in historically marginalized communities, and promote broad and equitable economic opportunity.

In December, Results for America’s [Good Jobs & Equity Project](#) was pleased to have [Paige Shevlin, Strategic Advisor for Infrastructure Workforce Development at the U.S. Department of](#)

[Transportation \(USDOT\)](#), share how state and local governments can creatively leverage BIL funding to connect people from historically marginalized communities and populations to high-quality infrastructure jobs. Here are six takeaways:

1. Include workforce and labor plans to strengthen your competitive grant applications. Sixty to seventy percent of major infrastructure grant applications now include some sort of workforce and labor plan, so it puts your jurisdiction at a disadvantage if you don't include one. USDOT has developed a [Transportation Workforce and Labor Plan Checklist](#) to help state and local governments develop their plans. In reviewing grant applications, USDOT is looking for:

- Plans that show how jurisdictions will promote good-paying jobs and;
- Evidence that jurisdictions will connect workers from underrepresented communities and populations to those good jobs through things like local and economic hiring preferences and direct entry into apprenticeship programs.

2. Leverage state formula funds to invest in workforce development. While there is limited funding in BIL *specifically* for workforce development, [highway formula funds](#) that go to states are extremely flexible and can be used to support workforce development and supportive services for people in training programs. Competitive grants in BIL, such as [RAISE Grants](#) and [Railroad Crossing Elimination Grants](#), can also be used to support workforce development for jobs on that specific infrastructure project.

3. Be strategic and engage the community in identifying needs and available resources. Take a step back and develop a strategy that is based on the needs of your community. To help with this, USDOT's checklist includes a workforce landscape analysis

exercise that can help you identify training programs that are working well for women, people of color, people returning from incarceration, etc. and identify where training programs need to be modified or built so they work well for those groups. State and local governments can identify needs, resources, and assets through community engagement and by identifying key stakeholders to partner with, such as community-based organizations. State and local governments have time to do this kind of strategic thinking and engagement before BIL-funded projects break ground, but the time to start is now.

4. Don't forget about supportive services, such as child care, transportation, and affordable housing. One of the key goals of the Biden Administration's implementation of BIL is to ensure infrastructure jobs are open to everyone, particularly people who have historically been left out, such as people of color, women, and people returning from incarceration. In some cases, jurisdictions may not need to build new workforce development programs to connect people to jobs — instead they may need to focus on whether people have the supports they need to complete existing programs. As noted above, [highway formula funds going to the states can be used for supportive services](#), as can ARP dollars. For example, the City of Seattle is using ARP funds to increase retention and career advancement of apprentices in its priority hire program for public works construction projects. It is important for state and local governments to think about supportive services for both apprenticeship and pre-apprenticeship programs.

5. Regional collaboration is key for maximizing BIL funding. Larger transportation agencies typically have more capacity to develop workforce and labor plans than smaller agencies in the same region. By creating common training curricula and sharing lessons learned with one another, transportation agencies can maximize the BIL funding they receive. USDOT is looking to see more regional partnerships develop, with community colleges and local governments serving as the glue between different transportation agencies in a region. Local leaders in a

region—particularly mayor’s offices and county executives—should explore how they can use their critical convening power to bring these stakeholders to the table to create or strengthen partnerships.

6. Be bold and innovative. While the Biden Administration has been clear in its overall goals for federal infrastructure investments — equity, job quality, and empowerment of historically marginalized people and communities — there is purposely a great deal of flexibility built into BIL grant programs. The Department encourages state and local governments to take advantage of this flexibility to be bold and innovative in how they use infrastructure dollars to benefit residents and workers. Specifically, don’t be afraid to include big, bold, and aspirational ideas in your competitive grant applications. After you submit your application, you can continue to refine your ideas and work out the nuts and bolts of implementation during the grant agreement process.

The Bipartisan Infrastructure Law provides a historic opportunity for state and local governments to repair and modernize our nation’s infrastructure and advance workforce equity and good jobs in the process. By taking a step back, being strategic, understanding community needs, and forming partnerships within and outside of government, state and local governments can deliver results for their communities, foster an inclusive economy, and seed long-term changes in how they operate. With thoughtful implementation, the impacts of federal infrastructure funding could endure well after the last dollar has been spent.

← All Articles

Ways Local Governments Can Make Their Federal Match

BY: **Carolyn Berndt, McKaia Dykema, Kyle Funk**
MAY 4, 2023 - (7 MIN READ)

Many of the federal grant program opportunities available through the [Infrastructure, Investment and Jobs Act](#), also known as the Bipartisan Infrastructure Law, involve an eligible entity sharing the costs of the project. These requirements are often referred to as “cost-sharing” or “non-federal match requirements” and mean a portion of the project’s cost is not paid for by federal funds. Most of the cost sharing requirements are provided in the form of a percentage on the funding announcement. Generally, the federal government will provide up to 80 percent of the funding while the local government pays about 20 percent or less if your community faces disadvantages.

Local government leaders considering federal grants should ensure their community is ready to meet the match requirements tied to the federal program opportunities they are seeking. Communities of all sizes and locations have successfully raised their federal matching funds to leverage the federal dollars to build up their communities.

How do I determine what the match amount is?

The funding announcement should outline the percentage of the funds that must be made through a non-federal match or “cost-shared”. After learning what percent of the project is required to be funded by the local match, follow the steps below to calculate how much money your local government will need to provide to complete the project, if you receive the federal grant funding.

Source: [U.S. Department of Transportation](#)

What are some common ways I can meet the match requirement?

Cities, towns and villages may be limited by the types of funds that may be raised and used to cost share with the federal government on infrastructure projects. Your state's laws may offer more or fewer ways to raise funds and special rules may exist to support infrastructure fundraising specifically. Local leaders should check with their own state or local requirements, stipulations, and with their proper experts when identifying the method for raising their local match.

Below are three categories of local matching. More information on specific ways to raise the local matching funds can be found on [this previous blog post](#).

1. **Federal fund braiding** – In some instances, [federal fund braiding](#) can be used for local match. This is when funds from one federal program are used to meet the match requirements for another. Not every federal funding source is allowed to be used as funding for a local match, so it is important to determine eligibility. For example, the Community Development Block Grant (CDBG) Program allows for CDBG funds to be used to meet the match requirements on other federal grants. Municipalities should check out the [Build America Bureau](#) for financing certain infrastructure projects that can count towards a federal match in some instances.
2. **Cash match** – Cash matching includes cash spent for project-related costs. They must include costs that are necessary, reasonable, and allowable under the federal program. Some examples of cash sources for local governments may be through the implementation of local taxes such as a local option sales tax, gas tax and through implemented motor vehicle registration fees earmarked for infrastructure related funding purposes. Additionally, local governments also have access to their traditional funding options found in careful fiscal management, proactive planning of their budgets and in the form of municipal bonds. Local governments cash access may also be through their general/discretionary/revolving funds, municipal bonds, the American Rescue Plan Act State and Local Fiscal Recovery Funds, or other special reserves and fees.
3. **Third-party partnerships and in-kind match** – Local governments can partner with community organizations, foundations, or other third-parties for in-kind matching (such as supplies, equipment or space). The value of this in-kind match must not exceed the fair market value at the time of the in-kind donation. Local third parties that may have interest in making an in-kind donation can be valuable partners in assisting a local government in making their local match requirement and can create projects that foster community building and investment. Additionally, local leaders can choose to accept funds from or partner with private or other governmental partners in their region such as chambers of commerce, transit, ports, airports, toll and other public authorities, their state government or foundations.

Is my municipality eligible for match requirement flexibility?

Not every federal program has match or cost-sharing requirements. For example, some highway safety and expedited project delivery projects offer a 100 percent federal match, not contingent

on the type of community the project is serving. Additionally, some environmental programs such as Brownfields, the Clean School Bus program and the Energy Efficiency and Conservation Block Grant do not require a local match. The [White House Guidebook](#) provides federal cost share information for every program under the Bipartisan Infrastructure Law.

There are many federal programs funded through the Bipartisan Infrastructure Law that provide flexibility in cost-sharing requirements. Some of these flexibilities may be available to your community if it meets the following criteria.

Urban match flexibility

For disadvantaged communities in urban areas, the following programs provide match flexibility:

- The [Rebuilding American Infrastructure with Sustainability and Equity \(RAISE\) discretionary program](#) provides 100 percent federal cost share for projects located in rural, historically disadvantaged communities, or areas of persistent poverty.
- The [Bridge Formula Program](#) provides a 100 percent federal cost share for off-system bridges owned by a local government or Tribe.
- The [Area of Persistent Poverty Program](#) has an across-the-board minimum federal share of 90 percent of the net total project cost for funded transit projects, and applicants can request up to 100 percent federal funding.

Rural match flexibility

There are many discretionary grant programs that provide cost sharing flexibility for rural communities. The definition of “rural” may be different between federal programs. To find a list of rural-specific programs that have flexible cost-sharing requirements, visit the [Bipartisan Infrastructure Law Rural Playbook](#).

Justice40 match flexibility

The [Justice40 Initiative](#) has set a goal that 40 percent of the overall benefits of certain federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution. Because of this, there may be some Federal grant programs that offer match flexibility. A list of Department of Transportation Justice40-covered programs with no federal match requirement is [available here](#).

Case examples of cities making their match

Flagstaff, AZ

The Fiscal Year 2022 round of [Infrastructure for Rebuilding America \(IFRA\)](#) awarded Flagstaff, AZ with over \$32 million in funding for a [Downtown Mile and Connectivity Improvement Project](#).

This rural grant is providing sixty percent of the project funding which will improve pedestrian route and safety and enhance the rail infrastructure along a one-mile segment of the Burlington Northern and Santa Fe (BNSF) Southern Transcontinental Corridor. The forty percent, non-federal match is being provided by Flagstaff and BNSF.

Flagstaff is proving \$12.5 million through its [Proposition 419](#) partner funding and allocated Transportation and Stormwater funding. Proposition 419 is a city transportation sales tax for roads, pedestrian improvements, bicycle infrastructure and safety improvement at a combined rate of 0.426 percent. This sales tax has been in place since 2000.

BNSF is providing the remaining \$11 million through private contributions. BNSF assisted in the grant application process.

Waterloo, IA

[Waterloo, IA](#) received a rural, capital RAISE grant in Fiscal Year 2022 to make complete streets improvements along 2.7 miles of La Porte Road. Upgrades will include separate dedicated bicycle and pedestrian paths, lighting, dedicated turn lanes, and bus shelters to the route.

RAISE grant funds will provide 70.7 percent of the total project cost. The remaining project cost and non-federal match will be covered from a variety of sources including over \$300,000 from city general property tax collections, Local Option Sales Tax, Storm Water Management Fees and/or Bonding Revenue and Metropolitan Planning Organization (MPO) Surface Transportation Block Grant (STBG) funds. Over \$8 million will come from Iowa (DOT) STBG SWAP Funds. and over \$150,000 will come from TAP funding.

**AGREEMENT
FOR SHARED SERVICES
BY AND BETWEEN
THE CITY OF JAMESTOWN
AND
JAMESTOWN COMMUNITY COLLEGE**

WHEREAS, the CITY OF JAMESTOWN (hereinafter referred to as the "City") is a City chartered under the State of New York, located in Chautauqua County and governed by the Second-Class Cities Law; and,

WHEREAS, JAMESTOWN COMMUNITY COLLEGE (hereinafter referred to as "JCC") is an institute of higher education operating as member school and under the auspices of the State University of New York System (hereinafter referred to as "SUNY") with locations in Chautauqua and Cattaraugus Counties; and,

WHEREAS, JCC and the City (together the "Parties") operate as two separate entities with their own governing structures, executives, and Council/Board of Trustees respectively; and,

WHEREAS, both Parties operate as Public Employers under the laws of the State of New York; and,

WHEREAS, neither of the Parties currently employs a grant writer; and,

WHEREAS, both Parties have identified a need for help in finding, targeting, and applying for public and private grants/funds; and,

WHEREAS, both Parties believe that this help does not warrant a full-time employee for their own respective organization; and,

WHEREAS, after discussion, both Parties, in the policy interest of shared services amongst public entities and an identifiable need, believe that is in their best interests to employ a full-time grant writer to serve both Parties.

IT IS HEREBY AGREED:

1. The Parties will jointly employ one "1" full time employee for the position of Grant Writer.
2. The Grant Writer will be a management level employee and will be dual reporting to the Mayor of Jamestown and President of Jamestown Community College, as well as their respective legislative bodies on an as needed basis.
3. The Grant Writer will split their time on an equal basis between the City and JCC.
4. The Grant Writer will have office hours both at City Hall and the Jamestown Campus of JCC.
5. The Grant Writer will be evaluated by both the President of JCC and the Mayor of the City of Jamestown on an annual basis.

6. The Grant Writer's terms and conditions of employment will be governed by the City of Jamestown's Management Guidelines.
7. The Grant Writer's health insurance will be that of the Management Guidelines of the City of Jamestown and their membership in the New York State retirement system will also be tied to the City.
8. The total financial costs of the Grant Writer, including salary, retirement, health care costs, and other associated expenses, will be borne by the City and College, evenly on a 50/50 basis.
9. The exact costs of the Grant Writer will be agreed upon by the City and JCC on a yearly basis, with JCC providing its 50% remuneration to the City in monetary payment. The City agrees to invoice JCC annually the actual or estimated costs incurred for the year. In the event estimated costs are invoiced and paid by JCC, the City shall reconcile actual costs with estimated costs and credit JCC the difference on the following invoice.
10. The term of this Agreement shall run from the date of its ratification in 2021 through December 31, 2023, and shall be automatically renewed for a like term unless terminated by either party upon ninety (90) days written notice.
11. This Agreement incorporates the full and complete understandings of the Parties regarding this matter and includes all of the terms and conditions agreed to by them and may only be modified in writing by the Parties.
12. Construction. In the event that any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provisions and the Agreement shall be construed as if such invalid, illegal, or unenforceable provision had never been contained in it.
13. Complaints. The Parties agree that any complaints involving the Grant Writer will be promptly reported in writing to the management of the other party.
14. Further Assurances. The Parties agree to execute such other documents as may be required to implement the terms and provisions and fulfill the intent of this Agreement.
15. This Agreement shall be construed and interpreted in accordance with the laws/regulations of the State of New York, County of Chautauqua.
16. Authorization of Agreement. Each party represents and warrants, each to the other with respect to itself, that the execution and delivery of this Agreement has been duly authorized by both its legislative bodies and the individual executing this Agreement on behalf of each party has full power and authority to do so.
17. This Agreement may be executed in duplicate copies, each of which may be executed by only one of the Parties hereto, but all of which, when taken together, shall constitute a single agreement binding upon the Parties hereto. Any signature delivered by a Party by email or facsimile transmission shall be deemed to be an original signature hereto.

GRANT WRITER

Job Description Overview: This position is a dual full-time position with the City of Jamestown and Jamestown Community College responsible for a full range of development activities for both organizations. These activities include grant writing and reporting with public agencies, private foundations and corporations. Specifically, this position is responsible for writing proposals for both unrestricted operating revenue and restricted projects and for submitting timely and accurate reports for all existing grant funded projects.

Major Responsibilities:

- Responsible for conducting the full range of activities required to prepare, submit, and manage grant proposals to public agencies, foundation and corporate sources.
- Perform prospect research on foundations and corporations to evaluate prospects for various grants.
- Work with finance to gather information necessary to report to funders on current grant programs.
- Comply with all grant reporting as required by grantors and donors.
- Provide regular written updates to respective management boards, grantors, and donors.
- Understanding of institutional history and programs.
- Maintain current records in database and in paper files, including grant tracking and reporting.
- Track statistics relevant to development and provide department with written materials necessary for grant tracking.
- Assist with other fundraising projects as requested.

Knowledge and Skills:

- Strong written communication skills; ability to write clear, structured, articulate, and persuasive proposals.
- Strong editing skills.
- Attention to detail.
- Ability to meet deadlines.
- Knowledge of fundraising information sources.
- Experience with proposal writing and institutional donors.
- Knowledge of basic fundraising techniques and strategies.
- Knowledge and familiarity with research techniques for fundraising prospect research.
- Strong contributor in team environments

Qualifications:

- A Bachelor's degree, and 3 -5 years minimum of relevant experience are required.
- Previous experience with non-profit fundraising.
- Experience working in deadline-driven environments.

- Able to work well in a team environment, handle multiple assignments and meet deadlines.
- Able to monitor and meet income goals.

Compensation and Benefits:

- Compensation is commensurate with experience including full health care benefits, retirement package, and paid vacation.
- Position is exempt, full-time, management confidential

How to Apply:

Please submit your cover letter, resume, and salary requirements to _____.

Notes:

1. This will be an employee of the City of Jamestown but will be dual reporting and expected to split time between the City of Jamestown and Jamestown Community College. Flexibility will be given to allow some work-from-home capabilities.
2. This position is subject to Management Guidelines of the City of Jamestown.

The City of Jamestown is an equal opportunity employer. We celebrate diversity and are committed to creating an inclusive environment for all employees.

Shared Grant Writer – City of Jamestown and Jamestown Community College

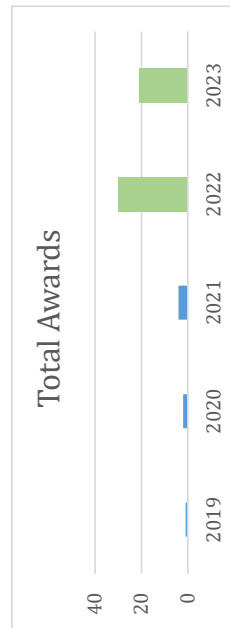
Shared Grant Writer Hired 11/21/2021

Total Combined City and College			
	Year One - 2022	Year Two - 2023	Total
Awarded	30	21	51
Denied	27	10	37
Pending	0	19	19
Total	57	50	107
Awarded Amount	\$ 11,757,316.42	\$ 22,212,871.30	\$ 33,970,187.72
Federal	8 Federal Awards (\$3,044,748.26)	4 Federal Awards (\$18,531,271.70)	\$ 21,876,007.01
State	17 State Awards (\$7,916,031.11)	11 State Awards (\$3,546,895.00)	\$ 11,462,926.11
Local/Private	2 Private Awards (\$496,550)	6 Private Awards (\$134,704.60)	\$ 631,254.60

CITY OF JAMESTOWN – COMPETITIVE GRANT APPLICATIONS OVERVIEW

	2019	2020	2021	2022	2023*
Total Awards	1	2	4	30	21
Total Funding Amounts	\$ 35,948.00	\$ 70,171.00	\$ 1,506,686.00	\$ 11,757,316.42	\$ 22,212,871.30

*2023 still has 13 pending applications (not yet awarded or denied)



City of Jamestown w/Grant Writer				
	Year One - 2022	Year Two- 2023	Total	
Awarded	19	11	30	
Denied	22	7	29	
Pending	0	14	14	
Total	41	32	73	
Awarded Amount	\$ 5,410,346.56	\$ 19,251,731.30	\$ 24,662,077.86	
Federal	5 Awards (\$2,368,067.56)	4 Awards (\$18,531,271.70)	\$ 19,507,939.45	
State	11 Awards (\$2,962,279.00)	3 Awards (\$630,755.00)	\$ 3,593,034.00	
Local/Private	3 Awards (\$80,000)	4 Awards (\$89,704.60)	\$ 169,704.60	

Funders - Highlighted Awards are Federal Funders	Project Name	Location	Date Awarded	Amount Awarded
AWARDED - CITY OF JAMESTOWN				
New York State Department of Conservation	*Environmental Protection Fund Local Waterfront Revitalization Program	City of Jamestown	12/14/2021	\$1,280,661.00
Community Foundation of Greater Buffalo, Ralph C. Wilson Funding	Johnson Street Park Project	City of Jamestown	04/11/2022	\$25,000.00
New York State Homes & Community Renewal	CSBDG-CARES CV - NYS Strong Start Chaut.	City of Jamestown	02/23/2022	\$322,300.00
NYS Empire State Development	*Prendergast Landing - 3	City of Jamestown	12/22/2021	\$187,000.00
Department of Homeland Security - FEMA	Assistance to Firefighters AFG	City of Jamestown	02/08/2023	\$284,291.00
NYS Empire State Development	Edgewater Art House	City of Jamestown	03/18/2022	\$195,430.00
Department of Homeland Security - FEMA	Staffing and Recruitment (SAFER)	City of Jamestown	02/17/2023	\$1,816,201.12
New York State Homes & Community Renewal	CSBDG-CARES CV - NYS The Chaut. Center	City of Jamestown	02/23/2022	\$500,000.00
New York State Homes & Community Renewal	NYS Chaut. Health Network	City of Jamestown	02/23/2022	\$100,000.00
New York State Homes & Community Renewal	*Smart Growth Comprehensive Planning Program	City of Jamestown	12/14/2021	\$99,000.00
Department of Homeland Security - FEMA	BRIC - Technical Assistance	City of Jamestown	05/23/2022	\$0.00
Chautauqua County Regional Foundation	*Spring Street Parking Garage Beautification	City of Jamestown	02/14/2022	\$5,000.00
NYS Governors Traffic Safety Committee	Police Traffic Services PTS	City of Jamestown	08/03/2022	\$10,044.00
NYSERDA - New York State Energy Research and Development Authority	Electric School Bus Conversion Study	City of Jamestown	08/18/2022	\$95,623.00
New York State Division of Criminal Justice	Gun Involved Violence Elimination	City of Jamestown	07/26/2022	\$72,221.00
US Department of Transportation	SS4A - Planning Grant	City of Jamestown	02/08/2023	\$248,685.44
NYSERDA - New York State Energy Research and Development Authority	Local Distribution	City of Jamestown	08/18/2022	\$100,000.00
US Bureau of Justice Affairs	Edward Byrne Memorial JAG	City of Jamestown	09/27/2022	\$18,890.00
Chautauqua County IDA	Marketing and Branding Year 1 Implementation	City of Jamestown	03/13/2023	\$50,000.00

US Department of Energy - DOE	Topic Area 1 Microgrid	City of Jamestown	10/20/2023	\$17,377,945.00
Federal Communications Commission	Affordable Connectivity Program	City of Jamestown	04/10/2023	\$150,000.00
US Environmental Protection Agency - US EPA	EJG2G Program	City of Jamestown	10/20/2023	\$982,632.70
Chautauqua County Regional Foundation	Community Impact Grant	City of Jamestown	06/05/2023	\$14,704.60
Chautauqua County IDA	Complete Streets	City of Jamestown	04/10/2023	\$5,000.00
NYS Governors Traffic Safety Committee	Hot Spot Enforcement	City of Jamestown	09/25/2023	\$8,556.00
New York State Department of Conservation	Chadaktion Activation Initiative	City of Jamestown	03/14/2023	\$361,000.00
New York State Division of Criminal Justice	Gun Involved Violence Elimination	City of Jamestown	06/15/2023	\$261,199.00
National League of Cities/US Dept. of Labor	Good Jobs, Great Cities Academy	City of Jamestown	06/05/2023	\$0.00
US Bureau of Justice Affairs	JAG 23 Edward Byrne Memorial	City of Jamestown	10/20/2023	\$20,694.00
Gebbie Foundation	Shawbucks - Patio and Light Canopy	City of Jamestown	08/07/2023	\$70,000.00
		Total		\$24,662,077.86

The Columbus Dispatch

GUEST | Opinion *This piece expresses the views of its author(s), separate from those of this publication.*

Athens is not the most inviting place for electric vehicles. What we are doing about it.

Steve Patterson Columbus Dispatch

Published 5:32 a.m. ET Dec. 9, 2023 | Updated 5:32 a.m. ET Dec. 9, 2023

Steve Patterson is the Mayor of Athens.

Like most non-urban communities, my hometown of Athens in Ohio's Appalachian foothills is not the most inviting place for electric vehicles.

Drivers have access to just six public EV charging stations in the city. Only one is high speed.

We're not alone.

The U.S. only has 63,000 charging stations, nearly half of them concentrated in just five states. A survey by the Energy Policy Institute found nearly four out of five consumers say scarcity of chargers is an obstacle to buying an electric vehicle.

To meet that challenge, the two-year-old federal Bipartisan Infrastructure Law provides \$7.5 billion for a nationwide network of 500,000 EV chargers. Our governor, Mike DeWine, has put Ohio at the forefront of this electric infrastructure future.

To us, that spells opportunity.

A bill to improve our lives: Infrastructure law will help grow businesses, improve our lives, COTA president says

Yet it's easy to have high hopes; much harder to make them real. We don't have the teams of lawyers, grant writers, and in-house experts our big city competitors can deploy.

What we in rural southeast Ohio need is the capacity to navigate the process and deliver on these ambitions.

Thankfully, initiated by Bloomberg Philanthropies, a coalition of philanthropies and non-profit groups have responded to that call. They've brought together funders including

<https://www.dispatch.com/story/opinion/columns/guest/2023/12/09/what-should-small-city-do-to-improve-infranstructure/71816181007/>



the Ballmer Group, Emerson Collective, Ford Foundation, The Kresge Foundation and specialists like the National League of Cities and the U.S. Conference of Mayors to create the Local Infrastructure Hub: guiding more than 1,200 small and medium-sized cities and towns, including mine, through the intricacies of federal grant programs.

I took office with a simple vision.

I wanted more economic opportunities. I wanted to see we were improving our infrastructure. I wanted more outdoor recreational spaces. I also wanted to be the best city we could be in our diversity, equity, and inclusion efforts.

Our view: Investment in infrastructure would move Ohio and America forward

Can Ohio Democrats win statewide? Can Ohio Democrats win statewide offices? They can't even field a Statehouse farm team

When we decided to seek funding for EV charging stations, we envisioned a service for our residents, pass-through drivers, and for visitors who value our region as a destination.

Athens County boasts the growing Bailey's Trail System; the Hopewell Ceremonial Earthworks, Ohio's newly designated UNESCO World Heritage site, will attract tourists from around the globe.

We enrolled in a months-long Local Infrastructure Hub Bootcamp because we chose to aim higher.

We heard from like-minded participants and received tailored advice from seasoned grant writers and urban policy experts. The federal government, they told us, wanted a bigger impact than just a handful of stations in a small community.

We had experience creating regional partnerships, so we took that guidance and ran with it.

We partnered with a regional electricity aggregator, the Sustainable Ohio Public Energy Council, to spearhead an effort involving 19 disadvantaged communities. Our \$17.5 million federal grant application seeks funds for 58 EV charging stations consisting of 224 medium-speed and 66 high-speed charging ports, stretching from Athens to Dayton.

At the dawn of the automobile era, drivers who wanted to travel any great distance had to strap fuel containers to the running boards of their cars. Gas stations changed that, and from 1910 to 1918, automobile use in the U.S. rose from half a million to more than 6 million.

There's a lesson in that history. Today, the Biden administration wants 50 percent of all new cars and trucks sold to be electric by 2030. It's a tall order. Consumers want a reliable network of modern, inexpensive "filling" stations before making the leap.

As we await word on our application, we know we could not have gotten this far alone.

It is critical more towns tap into these expert supports and networks. It's the only way Washington's – and Ohio's – infrastructure goals will be realized—where they are needed most.

Steve Patterson is the Mayor of Athens.

RECORD OF ORDINANCES

Government Forms and Supplies (844) 224-3338 FORM NO. SHTR011

Ordinance No. **0-150-22** Passed **December 5, 2022**

Introduced by Sam Crawl, Chair
Finance & Personnel Committee

134
11/7
2nd
11/21

AN ORDINANCE AUTHORIZING THE MAYOR TO ENTER INTO A SOLAR POWER PURCHASE AGREEMENT (SPPA) WHICH INCLUDES A SOLAR LICENSE AGREEMENT (SLA) FOR PHOTOVOLTAIC SOLAR ENERGY INSTALLATIONS TO BE SITED IN THE CITY OF ATHENS.

WHEREAS, the City desires to reduce its energy costs as well as its dependence on fossil fuel electric generating resources, and has made a commitment to reduce greenhouse gas emissions; and

WHEREAS, third-party ownership of these photovoltaic solar energy installations offers an opportunity to install solar power without upfront cost to the City; and

WHEREAS, on May 8, 2020 the City notified Third Sun Solar, LLC that its RFP had been selected;

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF ATHENS, OHIO:

SECTION I: The Mayor is hereby authorized to enter into a Solar Power Purchase Agreement (SPPA), which includes a Solar License Agreement (SLA), with OTE POWER I, LLC, and/or its assigns, for photovoltaic solar energy installations to be sited at the Athens Community Center, Athens City Pool, and Waste Water Treatment Plant, as indicated in Exhibits "E" and "F" of the Solar Power Purchase Agreement attached hereto and incorporated herein by reference.

SECTION II: This Ordinance shall be in full force and effect at the earliest moment permitted by law upon its passage and approval by the Mayor.


President of Council

ATTEST:


Clerk of Council

APPROVED:


Mayor

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