

**NOTICE OF CITY COUNCIL REGULAR MEETING  
CITY OF SOUTH PADRE ISLAND**

**WEDNESDAY, JUNE 2, 2021**  
5:30 PM AT THE MUNICIPAL BUILDING,  
CITY COUNCIL CHAMBERS, 2ND FLOOR  
4601 PADRE BOULEVARD, SOUTH PADRE ISLAND, TEXAS

1. Call to order

2. Pledge of Allegiance

3. Public Comments and Announcements:

*This is an opportunity for citizens to speak to Council relating to agenda or non-agenda items. Speakers are required to address Council at the podium and give their name before addressing their concerns. [Note: State law will not permit the City Council to discuss, debate or consider items that are not on the agenda. Citizen comments may be referred to City Staff or may be placed on the agenda of a future City Council meeting]*

4. Presentations and Proclamations:

4.1. Retirement Presentation for Officer Jaime Rodriguez

5. Approve Consent Agenda:

5.1. Approve a budget amendment in the amount of \$9,357 for ancillary service charges associated with February winter storm event. (Gimenez)

5.2. Approve the minutes from the May 19, 2021 Regular City Council Meeting. (Martinez)

5.3. Approve invoices for payment. (Gimenez)

5.4. Approve excused absence for Council Member Lydia Caballero from the May 19, 2021 Regular City Council meeting. (Caballero)

6. Regular Agenda

6.1. Discussion and possible action to approve Resolution No. 2021-11 authorizing the City of South Padre Island to submit a grant application for the Rebuilding American Infrastructure with Sustainability and Equity (FY 2021 RAISE) grant program to include a commitment of 20 percent match for Laguna Boulevard. (Sanchez)

6.2. Discussion and possible action to approve a budget amendment in the amount of \$55,300 from the Economic Development Corporation's excess reserves in order to fund a Market Analysis and Feasibility Study for a Deep Water Marina Presented by Gayle Hood EDC Board of Director

6.3. Discussion and action to approve the budget amendment from excess reserves for \$776,639.00 to purchase City Vehicles for various departments. (Sanchez)



- 6.4. Discussion and action to approve Resolution No. 2021-12 approving a plan of finance to issue a series of tax notes to finance street, sidewalk, median and related drainage improvements and authorizing the city's staff and professional advisors to prepare and distribute all documents and take all actions deemed necessary in connection with preparing for the issuance of such tax notes. (Gimenez)
- 6.5. Discussion and possible action to approve a budget amendment in the amount of \$95,839 for RMS migration services and jail camera surveillance system. (O'Carroll)
- 6.6. Discussion and action regarding the possibility of removing the sandcastle located at 610 Padre Boulevard (old Visitors Center). (Caum)
- 6.7. Discussion and possible action to approve "Fireworks Over the Beach" located at Isla Grand 500 Padre Blvd. (Pigg)

7. EXECUTIVE SESSION:

- 7.1. CLOSED EXECUTIVE SESSION: Pursuant to Texas Gov't Code, 551.071, Consultation with Attorney; 551.072, Deliberations about real property; A Closed Executive Session will be held to discuss real property and discussion of land acquisition related to the RESTORE Act grant.
- 7.2. CLOSED EXECUTIVE SESSION: Pursuant to Teas Gov't Code, 551.071 Consultation with City Attorney regarding the contemplated and threatened litigation of Glide Scooter Sharing Inc. and SPI Activities vs The City of South Padre Island

8. OPEN SESSION:

- 8.1. Discussion and possible action on land acquisition related to the RESTORE Act grant. (Boburka)
- 8.2. Discussion and action regarding the contemplated and threatened litigation of Glide Scooter Sharing Inc. and SPI Activities vs The City of South Padre Island

9. Adjourn.

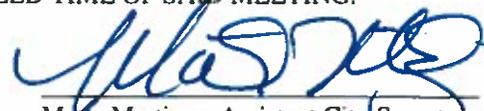
WE RESERVE THE RIGHT TO GO INTO EXECUTIVE SESSION REGARDING ANY OF THE ITEMS POSTED ON THIS AGENDA, PURSUANT TO SECTIONS 551.071, CONSULTATION WITH ATTORNEY; 551.072, DELIBERATIONS ABOUT REAL PROPERTY; 551.073, DELIBERATIONS ABOUT GIFTS & DONATIONS; 551.074, PERSONNEL MATTERS; 551.076, DELIBERATIONS ABOUT SECURITY DEVICES; AND/OR 551.087, DISCUSS (1) COMMERCIAL OR FINANCIAL INFORMATION RECEIVED FROM A BUSINESS PROSPECT WITH WHICH THE CITY IS CONDUCTING NEGOTIATIONS, OR (2) FINANCIAL OR OTHER INCENTIVES TO THE BUSINESS PROJECT.

DATED THIS 28<sup>TH</sup> DAY OF MAY 2021



  
 Marta Martinez, Assistant City Secretary

I, THE UNDERSIGNED AUTHORITY, DO HEREBY CERTIFY THAT THE ABOVE NOTICE OF MEETING OF THE CITY COUNCIL OF THE CITY OF SOUTH PADRE ISLAND, TEXAS IS A TRUE AND CORRECT COPY OF SAID NOTICE AND THAT I POSTED A TRUE AND CORRECT COPY OF SAID NOTICE ON THE BULLETIN BOARD AT CITY HALL/MUNICIPAL BUILDING ON MAY 28, 2021, AT/OR BEFORE 5:30 PM AND REMAINED SO POSTED CONTINUOUSLY FOR AT LEAST 72 HOURS PRECEDING THE SCHEDULED TIME OF SAID MEETING.

  
Marta Martinez, Assistant City Secretary

THIS FACILITY IS WHEELCHAIR ACCESSIBLE, AND ACCESSIBLE PARKING SPACES ARE AVAILABLE. REQUESTS FOR ACCOMMODATIONS OR INTERPRETIVE SERVICES MUST BE MADE 48 HOURS PRIOR TO THIS MEETING. PLEASE CONTACT BUILDING OFFICIAL, GEORGE MARTINEZ AT (956)761-8103.



**CITY OF SOUTH PADRE ISLAND  
CITY COUNCIL  
AGENDA REQUEST FORM**

**MEETING DATE:** June 2, 2021

**NAME & TITLE:** Claudine O'Carroll, Police Chief

**DEPARTMENT:** Police Department

**ITEM**

Retirement Presentation for Officer Jaime Rodriguez

**ITEM BACKGROUND**

Police Detective Jaime Rodriguez is retiring after serving 30 years in law enforcement.

**BUDGET/FINANCIAL SUMMARY**

n/a

**COMPREHENSIVE PLAN GOAL**

n/a

**LEGAL REVIEW**

Sent to Legal: No

Approved by Legal: No

**RECOMMENDATIONS/COMMENTS:**

Pending

**CITY OF SOUTH PADRE ISLAND  
CITY COUNCIL  
AGENDA REQUEST FORM**

**MEETING DATE:** June 2, 2021

**NAME & TITLE:** Rodrigo Gimenez, CFO

**DEPARTMENT:** Finance Department

**ITEM**

Approve a budget amendment in the amount of \$9,357 for ancillary service charges associated with February winter storm event. (Gimenez)

**ITEM BACKGROUND**

The extraordinary February winter storm event has resulted in some of the highest energy and ancillary services charges ever experienced by electric consumers.

The total additional cost for the city was \$124,489.57 and could be pay in monthly charges in the amount of \$1,871.21 starting with invoice for June 2021 usage and continuing through December 2028.

**BUDGET/FINANCIAL SUMMARY**

Increase line item 01-570-0580 by \$9,357

The current level of excess reserves in the General Fund is approximately \$1.7 million

**COMPREHENSIVE PLAN GOAL**

N/A

**LEGAL REVIEW**

Sent to Legal: No

Approved by Legal: No

**RECOMMENDATIONS/COMMENTS:**

Approve

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May 7, 2021

Rodrigo Gimenez  
 Chief Financial Officer  
 City Of South Padre Island  
 4601 Padre Blvd  
 South Padre Island, TX, 78597

Dear Rodrigo Gimenez:

As you may be aware, the extraordinary February winter storm event has resulted in some of the highest Energy and Ancillary Service charges ever experienced by electric consumers in ERCOT. As a member of the Texas Coalition for Affordable Power ("TCAP") that is served by TCAP's Retail Electricity Provider, Gexa Energy, City Of South Padre Island's energy costs remained stable throughout the winter storm. However, the storm's impact resulted in higher than anticipated Ancillary Services costs that are billed to you under the "Ancillary Services and Nodal Basis Adjustment" specified in the Commercial Electricity Service Agreement ("CESA") between City Of South Padre Island and Gexa Energy, LP executed by City Of South Padre Island on 3/9/2016.

The total additional cost of the Ancillary Services and Nodal Basis Adjustment owed by City Of South Padre Island ("Storm Recovery Amount") is specified below. Gexa values its relationship with City Of South Padre Island and understands that the immediate payment of such amount may present unexpected financial hardship. Therefore, per Gexa's existing agreement with TCAP, TCAP has authorized Gexa to recover the Storm Recovery Amount through a monthly surcharge over the remaining term of the current CESA, which runs through December 2022.<sup>1</sup>

Default Option – Monthly Payments through 2022	Due Date	Monthly Charge \$ <sup>1</sup>	Estimated Equivalent Monthly \$/kWh Charge <sup>2</sup>
Storm Recovery Amount Monthly Surcharge	Monthly, starting with invoice for June 2021 usage and continuing through December 2022	\$6,701.55	\$0.017

Gexa also understands that different TCAP members may desire additional payment options based on each member's unique situation. In consideration thereof, Gexa has worked closely with TCAP to create the following alternate payment options.

<sup>1</sup> Note: Some TCAP Members receive multiple energy bills per month for various groups of accounts. If City Of South Padre Island receives multiple monthly bills, the "February 2021 Storm Recovery" charge will be added to the bill with the ESI ID that typically incurs the highest monthly charges. Also, please note, all charges shown exclude applicable GRT and PUC taxes, which will be applied upon invoice.

<sup>2</sup> Note: The Estimated Equivalent Monthly \$/kWh Charge is an estimate of the monthly charge spread over City Of South Padre Island's total average monthly energy usage for all monthly bills. This metric is shown for illustration purposes only.

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20455 State Highway 249, Suite 200, Houston, TX 77070

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**Alternate Payment Option 1:** Pay the Storm Recovery Amount in full by May 31, 2021.

Alternate Payment Option 1 – Lump Sum Payment	Due Date	Total Amount \$ <sup>1</sup>	Estimated Equivalent Monthly \$/kWh Charge <sup>2</sup>
Total Storm Recovery Amount	5/31/2021	\$124,489.57	\$0.312

**Alternate Payment Option 2:** If City Of South Padre Island has signed a new Commercial Electricity Service Agreement with Gexa for TCAP’s Strategic Hedging Program commencing January 2023 (the “SHP CESA”), authorize Gexa to recover the Storm Recovery Amount through a monthly surcharge through December 2028. You will incur a new monthly surcharge for “February 2021 Storm Recovery” which will appear as a separate line item on your electricity bill beginning with the invoice for the June 2021 billing period that will continue through December 2028. Your monthly “February 2021 Storm Recovery” surcharge under Alternate Payment Option 2 is outlined in the “February 2021 Storm Recovery Agreement” (attached). (Please note: Alternate Payment Option 2 is only available to TCAP Members that have entered into a SHP CESA.) <sup>1</sup>

Alternate Payment Option 2 – Monthly Payments through 2028	Due Date	Monthly Charge \$ <sup>1</sup>	Estimated Equivalent Monthly \$/kWh Charge <sup>2</sup>
Storm Recovery Amount Monthly Surcharge	Monthly, starting with invoice for June 2021 usage and continuing through December 2028	\$ 1,871.21	\$ 0.005

Please note: Gexa’s Default and Alternate Payment Options have been devised in conjunction with TCAP specifically for TCAP Members and are confidential. City Of South Padre Island is required to keep the contents of this letter and the associated “February 2021 Storm Recovery Agreement” confidential, subject to Section C of the Terms and Conditions set forth in Attachment A of the CESA.

If City Of South Padre Island elects Alternate Payment Option 1 above, please inform Gexa via email at [TCAP@gexaenergy.com](mailto:TCAP@gexaenergy.com) on or before May 21, 2021, and remit payment to Gexa as outlined in the CESA. If City Of South Padre Island elects Alternate Payment Option 2 above, please inform Gexa by having the attached February 2021 Storm Recovery Agreement signed by an individual with the authority to bind City Of South Padre Island and returned to [TCAP@gexaenergy.com](mailto:TCAP@gexaenergy.com) on or before May 21, 2021. As stated above, if you take no action and do not return the signed agreement indicating your election by May 21, 2021, **Gexa will recover the Storm Recovery Amount through a monthly surcharge which will be in effect through December 2022, and this new monthly surcharge shall appear as a separate line item on City Of South Padre Island’s electricity bill beginning with the invoice for the June 2021 billing period.**

If, at any time after May 31, 2021, City Of South Padre Island wishes to pay down the balance of its February 2021 Storm Recovery Amount, or wishes to extend its payment of the February 2021 Storm Recovery Amount over a different term than the options outlined above, please contact Gexa at the email or phone number below to discuss the amount and timing of any such payoff.

[TCAP@gexaenergy.com](mailto:TCAP@gexaenergy.com)  
1-866-867-7322

Rodrigo Gimenez

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Further, in the event that the Texas Legislature and the PUCT agree to reduce Ancillary Services costs attributable to the February 2021 Storm, Gexa will make a corresponding reduction to any future monthly payments to reflect such reduced costs and/or reimburse City Of South Padre Island for any over-collection of the principal amount of these increased Ancillary Services charges.

Gexa Energy values City Of South Padre Island's patronage as well as our long-standing relationship with TCAP. If there are any questions or concerns, please let us know.

Thank you,

A handwritten signature in black ink, appearing to read "B. Landrum". The signature is fluid and cursive, with a large initial "B" and a long, sweeping tail.

Brian Landrum  
President, Gexa Energy GP, LLC  
General Partner of Gexa Energy, LP

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### February 2021 Storm Recovery Agreement

Reference is made to: (a) that certain Commercial Electricity Service Agreement entered into between City Of South Padre Island ("City") and Gexa Energy, LP ("Gexa") dated as of 3/9/2016 (the "CESA") and (b) that certain letter from Gexa dated May 7, 2021 concerning Ancillary Services costs resulting from the ERCOT February 2021 winter storm event (the "Winter Storm Letter"). Capitalized terms not otherwise defined herein have the meanings ascribed to them in the CESA. This February 2021 Storm Recovery Agreement ("Winter Storm Agreement") is made and delivered pursuant to the CESA.

As referenced in the Winter Storm Letter, the total cost of Ancillary Services attributed to the February 2021 Storm (the "Storm Recovery Amount") owed by City pursuant to the terms of the CESA is set forth below:

**Storm Recovery Amount: \$124,489.57**

City has executed a Commercial Electricity Service Agreement with Gexa for TCAP's Strategic Hedging Program commencing January 2023 (the "SHP CESA"), and hereby authorizes Gexa to invoice the Storm Recovery Amount through a monthly surcharge in effect through December 2028, pursuant to the terms of its current CESA and the SHP CESA. City will incur a new monthly surcharge for "February 2021 Storm Recovery" as a separate billing line item beginning with the invoice for the June 2021 billing period under the CESA, which shall continue through the invoice for December 2028 usage under the SHP CESA. City's monthly "February 2021 Storm Recovery" surcharge shall be **\$1,871.21**.

By returning this election, you are confirming that this Winter Storm Agreement has been duly and validly authorized, and represents the valid and binding obligation of City enforceable in accordance with the terms hereof and the CESA and the SHP CESA. By returning this election, you further acknowledge and agree that in the event of (i) any early termination of the CESA or (ii) in the event that the SHP CESA terminates or expires prior to December 31, 2028, you shall pay the remaining unpaid balance of the Storm Recovery Amount February 2021 Storm Recovery charges, and such charges will shall be included on the final invoice charged from Gexa to City for services provided under the CESA and/or the SHP CESA.

If City receives multiple monthly bills for different ESI IDs, the "February 2021 Storm Recovery" surcharge will be added to the bill with the ESI ID that typically incurs the highest monthly charges.

In the event that the Texas Legislature and the PUCT agree to reduce Ancillary Services costs attributable to the February 2021 storm referred to in the Winter Storm Letter, Gexa will make a corresponding reduction to any future monthly payments to reflect such reduced costs and/or reimburse City for any over-collection of the principal amount of these increased Ancillary Services charges.

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This Winter Storm Agreement is governed by the terms of the CESA and is thus confidential, subject to Section C of the Terms and Conditions set forth in Attachment A of the CESA.

The CESA and SHP CESA shall remain unamended and shall continue to be, and shall remain, in full force and effect in accordance with its terms. This Winter Storm Agreement shall be limited precisely as provided for herein, and shall not be deemed to be a waiver of, amendment of, consent to, or modification of, any other term or provision of the CESA.

This Winter Storm Agreement may be executed in two or more counterparts, each of which shall constitute an original, but all of which when taken together shall constitute but one contract.

This Winter Storm Agreement shall be effective as of the date first above written.

This Winter Storm Agreement shall be governed by and construed in accordance with the Laws of the State of Texas without regard to its principles of conflict of laws.

Should you have any questions or need additional information, please call Gexa at 1-866-867-7322.

Sincerely,

**GEXA ENERGY, LP**  
**By Gexa Energy GP, LLC, its general partner**

By: \_\_\_\_\_  
 Name:  
 Title:

**ELECTION ACKNOWLEDGED AND AGREED:**

**City Of South Padre Island**

By: \_\_\_\_\_  
 Name:  
 Title:



Rodrigo Gimenez &lt;rgimenez@myspi.org&gt;

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## Gexa's ancillary services billings

1 message

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**Margaret Somereve** <msomereve@tcaptx.com>  
To: RGimenez@myspi.org

Mon, May 24, 2021 at 2:21 PM

TCAP Member,

I wanted to update you on the ancillary services billing. **For those that have not received a letter from GEXA regarding your June billing for ancillary services, please reach out to me immediately** by return email or calling 972-764-3136. Attached is the TCAP letter that was mailed to the membership on May 5<sup>th</sup>.

To help answer many of the questions that we have been receiving:

### **I missed the May 21<sup>st</sup> deadline, now what?**

Gexa understands that letters were received/or not received at all around the time of the deadline. Gexa is asking for a decision as soon as possible in June. However, until that time, they are asking that the member pay the least amount owed until the decision is forward to Gexa.

### **How will I be billed?**

The amount will be on one account. For members with water/wastewater accounts, the billing will show up there, for other members it is on your largest usage account. Gexa cannot separate the entire charge throughout all of your accounts.

### **Is Gexa or TCAP making money from this?**

Gexa is not seeking to profit by these ancillary services billings they received from and paid to ERCOT. They are simply billing a pass through of these charges to TCAP members, as per the GEXA Commercial Electric Service Agreement with the Member. Gexa is charging TCAP members an annual interest rate of 2.29% for payments extended through 2022. For cities that opt to extend through 2028, the annual interest rate is 8.5%. This rate is based on Gexa's expected cost of capital for unsecured credit. Please note that these rates are confidential and are covered by the confidentiality clause of your agreement with Gexa.

Since the interest rates are confidential, we would ask you to please redact the monthly payment amounts under the Default option and Alternate Payment Option #2.

Also, if at any time the city wishes to pay off the remaining balance, Gexa will not charge interest on any remaining principal balance that is paid.

### **How did Gexa determine each Member's February 2021 Storm Recovery Charge?**

In order to determine the February 2021 Storm Recovery charge for each TCAP Member, Gexa determined each Member's actual kWh usage on each day of the storm (2/14/2021 – 2/20/2021). The Ancillary Services charges were attributed to each Member on a day-by-day basis, based on each Member's share of the total TCAP load for the day.

For example, if TCAP's total usage on February 14 was 2,800,000, a city with a total usage of 28,000 kWh on February 14 would be responsible for 1% of the total TCAP Ancillaries charge for that day. A city that saw no usage on February 14

would not be responsible for any charges on that day. It should be noted that, while certain meters may have had no usage, other meters across the city may have had usage.

### **Many of my city's buildings lost power during the storm. How did Gexa determine my city's actual kWh usage?**

To determine the daily usage for each Member, Gexa summed up the hourly kWh usage by ESI ID for each Member on each day from 2/14/2021 – 2/20/2021. It should be noted that about three-quarters of the TCAP meters are interval meters, meaning Gexa knows the exact usage for those meters by hour. The remaining meters are profiled, meaning Gexa does not know hourly or daily usage for those meters. For profiled meters, Gexa takes the usage from the monthly meter read for that ESI ID and apportions the usage by hour, using the profile for each meter type as provided by ERCOT. (Note, ERCOT uses a similar methodology to determine energy charges for profiled meters.)

### **What is TCAP doing to help us?**

TCAP has been lobbying at the legislature and has made comments at the PUC regarding pricing. (Project 51871). TCAP was able to negotiate the payout options that others in the market may not get.

### **Why am I paying this bill when my neighbor next door didn't get it?**

How and when other retail electric providers(REP) will bill their customers is unknown but all REPs have an ancillary service bill that they are responsible for. The ancillary service costs are the responsibility of everyone in the deregulated market.

### **I've heard about securitizing these costs for the winter storm.**

There are many costs from the winter storm and currently the legislature is looking at securitizing those costs of the companies that have declared bankruptcy. Ancillary services are not included in this. HB 4492 included ancillary services but was pulled from the bill over the weekend. TCAP's lobbying team is working to get this back in the bill. Securitizations doesn't make the costs go away, just allows an even longer time to pay them back. If any or all of the ancillary services costs included in the GEXA billing are moved to securitization or otherwise reduced, GEXA will reduce the amounts owed by the member appropriately. As previously mentioned, GEXA is not looking to make money with these charges, but simply to get reimbursement for charges they were billed by ERCOT for costs incurred to maintain system reliability during the winter storm Uri.

If you have any other questions, as always, please call me.

Margaret

### **Margaret Somereve**

Executive Director

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972 764-3136

[msomereve@tcaptx.com](mailto:msomereve@tcaptx.com)

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 **TCAP letter.pdf**  
170K



May 5, 2021

Dear,

The February winter storm was unprecedented and devastating to the State of Texas. The effects are still being felt and will be for a while. We have been made aware of some storm related charges by retail electric provider GEXA and wanted to inform you about them prior to receiving a letter from GEXA.

A member's monthly bill is comprised of three main components, the energy rate, the transmission and distribution rate, and the ancillary charges rate. TCAP works to set a fixed energy rate that covers the cost of the power, which is fixed for the life of the contract. The PUC approves the transmission and distribution rate that covers the cost to get the electricity to users, which may change annually. ERCOT sets the ancillary charges rate that is meant to ensure grid reliability, which changes hourly. (Please see the attached FAQ sheet for more information.)

Due to TCAP membership, there were no extreme energy rate fluctuations as other consumers experienced. However, the winter storm caused unprecedented peaks in the ERCOT ancillary service charge which is now being assessed to every consumer within ERCOT, not just our members. There was nothing that TCAP could have done to prevent this charge.

Although the ancillary service charge spike caused by the winter storm couldn't be prevented, being a member of TCAP will allow you some payment options that others in the market will not have. *These options are confidential.* GEXA has offered our members the following three options for payment of the winter storm ancillary service charge invoice: 1) pay in one lump sum, 2) pay monthly through the end of the current contract that ends in 2022, or 3) if you have signed an SHP contract, pay monthly through the end of 2028. GEXA has advised they will be sending letters by next week regarding each member's individual winter storm ancillary service charges and payment options.

TCAP has always kept our members in mind through our favorable contract provisions that are not found elsewhere in the market. We have been providing comments to the PUC on needed market changes when possible and we continue to monitor the legislative, ERCOT, and PUC hearings regarding all winter storm issues.

I encourage you to review the attached frequently asked questions and be on the lookout for the letter coming from GEXA. As always, if you have additional question or would like TCAP to attend a meeting to answer questions, please contact me at 972-764-3136.

Sincerely,

Margaret Somereve  
Executive Director



## Frequently Asked Questions

### Isn't my Energy Rate fixed?

**Correct! TCAP always secures a fixed energy rate for its members.** There may be variations in how this energy is procured to allow TCAP to take advantage of market opportunities and provide even lower prices to its members, but your energy rate will always be a fixed price known by members prior to their need to budget for these future expenditures.

The Ancillary Services costs being billed in this instance are ERCOT incurred costs related to maintaining the reliable operations of the electric grid in Texas. Historically, these costs are very small and reconciliation of these costs is typically handled by TCAP. In this instance, the extreme circumstances created by Winter Storm Uri caused these costs to increase by multiples to levels never experienced in our Texas energy market and it is unfortunately necessary to directly assign these costs to members.

### What are Ancillary Services?

Ancillary Services are reliability products procured by ERCOT as grid operator to maintain the stability and reliability of the electric grid. They typically consist of payments to generators (and certain end users) to stand ready to provide additional generation or load relief needed to balance the electric grid during times of rapid changes. Without these reliability products, the system could suffer from inferior quality electricity (brown outs) that can damage motors and appliances and suffer more frequent black-outs including the possibility of collapsing the entire grid. Recovery from a massive grid collapse could take weeks to restore. ERCOT bills the cost of ancillary services to entities (like Retail Electric Providers) that serve end-use customers and are commonly passed on to the customer in various ways.

### Why were ancillary services priced so high?

Typically, the costs of ancillary services is very small. There is often a large amount of excess unused generation capacity on the electric grid and the ancillary services market is a way to possibly capture some incremental revenue for this unused capacity. With a large amount of excess generation capacity bidding for a small amount of ancillary services, prices are typically very low.

During Winter Storm Uri in February the ERCOT electric grid lost about half of its total generation capacity. Without enough generation to meet end user demand, ERCOT was forced to call for outages. With little additional generation capacity in reserve, the price of these products rose to levels that had never been experienced in the ERCOT market.

In addition, it was discovered during these times that the market price cap that was meant to set an absolute ceiling price on energy did not extend to ancillary services and the price of these products rose to a level far in excess of the energy price ceiling. This subsequently resulted in the PUC's Independent Market Monitor recommending to the PUC and ERCOT that these prices be capped at the energy ceiling price during the event.

### Why have they not been re-priced?

ERCOT and the PUC chose to ignore the recommendations of the Independent Market Monitor and refused to reprice these products. The Lieutenant Governor of Texas held a press conference urging the PUC and ERCOT to follow the recommendations of the PUC's Independent Market Monitor and the



Texas Senate passed a bill to force this repricing. Unfortunately, the Texas House refused to follow the Senate's lead and thus no legislative relief has yet been enacted.

### **Can they be hedged?**

The Independent Market Monitor testified before the Texas House that these costs can be difficult if not impossible to hedge. Historically, TCAP has periodically investigated opportunities to hedge these costs, but has not been able to find an option that is both cost effective and provides adequate protection from potential future cost increases.

Additionally, it is very common for customer contracts to have provisions that allow for a seller to pass through any cost increases incurred due to changes in laws and regulations by both legislative and regulatory bodies. In this instance, even if the costs had been hedged (for instance, if they had been included within the fixed contract price), actions taken by the Public Utilities Commission during the winter event did change certain aspects of regulations and market protocols and as such, could open the door for these cost increases to be passed on to the buyer.

ERCOT operates as a revenue-neutral organization and costs it incurs to support the operations of the grid will be passed on to market participants. While there may ultimately be variations in how individual market participants will pay these costs, ultimately these costs will be recovered by ERCOT.

### **Why am I being billed for these charges?**

Typically, TCAP maintains a reserve account to cover any cost variations incurred for ancillary services. If costs come in a bit higher than planned, TCAP uses the reserve account to cover these costs. If the costs come in a little lower than planned, TCAP retains the excess funds in the reserve account. When the reserve account reaches a level higher than both contractual requirement and normally deemed necessary to fund anticipated cost variations, TCAP will refund the excess amounts to members.

During the winter event, ancillary service prices increased to level over 500% greater than those experienced prior to the event. This tremendous cost increase is simply beyond the level TCAP can cover using the reserve account. Thus, these costs will need to be recovered from members directly.

### **How were these costs allocated to members?**

Since almost all of these costs are associated with the extreme conditions incurred during Winter Storm Uri, and since many members had a number of facilities without power during this time, these costs were allocated to members based on their electric usage during the winter storm.

### **What are my payment options?**

TCAP has worked with our REP and supplier to offer three options for repayment. These options are confidential. The base option is an installment payment plan for the remaining term of the current contract (December 2022). The second option is to pay in full now. This plan may be preferable for members that have excess or rainy day funds or feel they can finance repayment cheaper than the other options offered. The final option, which is available to the vast majority of TCAP members is to spread the payments over the term of both the current and future supply contract. This would extend payback to 2028 and drastically reduce the monthly payment amount.

**CITY OF SOUTH PADRE ISLAND  
CITY COUNCIL  
AGENDA REQUEST FORM**

**MEETING DATE:** June 2, 2021

**NAME & TITLE:** Marta Martinez

**DEPARTMENT:** Planning/Parks & Rec. Department

**ITEM**

Approve the minutes from the May 19, 2021 Regular City Council Meeting. (Martinez)

**ITEM BACKGROUND**

NA

**BUDGET/FINANCIAL SUMMARY**

NA

**COMPREHENSIVE PLAN GOAL**

NA

**LEGAL REVIEW**

Sent to Legal: No

Approved by Legal: No

**RECOMMENDATIONS/COMMENTS:**

**MINUTES  
CITY COUNCIL REGULAR MEETING  
CITY OF SOUTH PADRE ISLAND**

**WEDNESDAY, MAY 19, 2021**

**1. CALL TO ORDER**

The City Council Members of the City of South Padre Island, Texas held a Regular Meeting on Wednesday, May 19, 2021 at the Municipal Complex Building, 2- Floor, 4601 Padre Boulevard, South Padre Island, Texas. Mayor McNulty called the meeting to order at 5:30 p.m. A quorum was present: Mayor Patrick McNulty, Council Members Ken Medders, Jr., Kerry Schwartz, Joe Ricco, and Eva-Jean Dalton.

City staff members present were Director of Operations Wendi Delgado, Chief Financial Officer Rodrigo Gimenez, Fire Chief Jim Pigg, Captain Juan Herrera, Public Works Director Alex Sanchez, Assistant Public Works Director Jon Wilson, Building Official George Martinez, Shoreline Director Kristina Boburka, Environmental Health Director Victor Baldovinos, CVB Director Ed Caum, and Assistant City Secretary Marta Martinez.

**2. PLEDGE OF ALLEGIANCE AND TEXAS PLEDGE**

Mayor McNulty led the Pledge of Allegiance and the Texas Pledge.

**3. PUBLIC COMMENTS AND ANNOUNCEMENTS:**

Public comments and announcements were given at this time.

**4. APPROVE CONSENT AGENDA:**

Council Member Schwartz made a motion, seconded by Council Member Medders to approve Consent Agenda Items 4.1, 4.3 through 4.6. Motion carried unanimously.

**4.1. APPROVE QUARTERLY INVESTMENT REPORT FOR THE QUARTER ENDING MARCH 31, 2021 AS PREPARED BY VALLEY VIEW CONSULTING L.L.C. (GIMENEZ)**

**4.2. APPROVE THE MINUTES FROM THE MAY 5, 2021 REGULAR CITY COUNCIL MEETING. (SOTO)**

Council Member Medders made a motion, seconded by Council Member Schwartz to approve the May 5, 2021 Regular City Council Meeting minutes. Motion carried unanimously

- 4.3 APPROVE THE SECOND AND FINAL READING OF ORDINANCE 21-08 AMENDING CHAPTER 10, SECTION 10-31 OF THE CODE OF ORDINANCES TO INCREASE THE LIMIT OF THE MOBILE FOOD TRUCKS PERMITS. (McNULTY)**
- 4.4 APPROVE A BUDGET AMENDMENT OF FEDERAL FORFEITURE FUNDS IN THE AMOUNT OF \$4,808.00 FOR 2 TICKET WRITERS FOR POLICE PATROL OFFICERS. (O'CARROL)**
- 4.5 APPROVE INVOICES FOR PAYMENT. (GIMENEZ)**
- 4.6 APPROVE EXCUSED ABSENCE FOR COUNCIL MEMBER JOE RICCO FROM THE MAY 5, 2021 REGULAR CITY COUNCIL MEETING. (RICCO)**

**5. REGULAR AGENDA**

- 5.1. UPDATE ON MONTHLY PERMIT ACTIVITY FOR THE MONTH OF APRIL 2021. (MEDDERS)**

Council Member Medders provided a brief update on the building permits for the month of April 2021.

- 5.2. DISCUSSION AND POSSIBLE ACTION TO APPROVE RESOLUTION NO. 2021-10 FINDING THAT AEP'S APPLICATION TO AMEND ITS DISTRIBUTION COST RECOVERY FACTORS TO INCREASE RATES WITHIN THE CITY SHOULD BE DENIED AND AUTHORIZING PARTICIPATION WITH THE CITIES SERVED BY AEP TEXAS. (McNULTY)**

Council Member Medders made a motion, seconded by Council Member Schwartz to approve Resolution No. 2021-10 that AEP's application to amend its distribution cost recovery factors to increase rates within the City should be denied and authorizing participation with the cities served by AEP Texas. Motion carried unanimously.

- 5.3. DISCUSSION AND ACTION TO APPROVE THE SUBMISSION AND RANKING OF THE COASTAL MANAGEMENT PROGRAM (CMP)'S CYCLE 27 PRE-PROPOSALS. (BOBURKA)**

Council Member Medders made a motion, seconded by Council Member Dalton to approve the submission and ranking of the Coastal Management Program (CMP)'s Cycle 27 pre-proposals. Motion carried unanimously.

- 5.4. DISCUSSION AND ACTION TO APPROVE THE SUBMISSION OF THE COASTAL EROSION PLANNING AND RESPONSE ACT (CEPRA)'S CYCLE 12 FINAL PROPOSALS AND TO ALLOW THE MAYOR TO EXECUTE LETTERS OF SUPPORT. (BOBURKA)**

Council Member Medders made a motion, seconded by Council Member Schwartz to approve the submission of the Coastal Erosion Planning and Response Act (CEPRA)'s Cycle 12 final proposals and to allow the Mayor to execute letters of support. Motion carried unanimously.

**5.5. DISCUSSION AND ACTION TO ADVERTISE FOR CONSTRUCTION BIDS TO BUILD NEW LIFEGUARD TOWERS FUNDED THROUGH THE COASTAL MANAGEMENT PROGRAM (CMP)'S CYCLE 24. (BOBURKA)**

Council Member Medders made a motion, seconded by Council Member Ricco to approve for the construction of lifeguard towers funded through the Coastal Management Program (CMP)'s Cycle 24. Council Member Medders also stated to have Public Works look into the construction of the lifeguard towers instead of going out for bids. Motion passed unanimously.

**5.6. DISCUSSION AND ACTION TO SELECT A PRIMARY DEPOSITORY BANK AND AUTHORIZE THE CITY MANAGER TO ENTER INTO AN AGREEMENT THAT WILL BE FOR AN INITIAL TERM OF TWO (2) YEARS COMMENCING OCTOBER 1ST, 2021 AND CONTINUING THROUGH SEPTEMBER 30, 2023, WITH THREE (3) ONE-YEAR EXTENSION OPTIONS UNDER THE SAME TERMS AND CONDITIONS. (GIMENEZ)**

Council Member Schwartz made a motion, seconded by Council Member Dalton to select a primary depository bank and authorize the City Manager to enter into an agreement that will be for an initial term of two (2) years commencing October 1, 2021 and continuing through September 30, 2023, with three (3) one-year extension options under the same terms and conditions. Motion carried unanimously.

**5.7. DISCUSSION AND POSSIBLE ACTION TO APPROVE A BUDGET AMENDMENT IN THE AMOUNT OF \$7,975.00 TO RESURFACE AND PAINT THE BASKETBALL COURT AT JOHN L. TOMPKINS PARK. (SCHWARTZ)**

Council Member Medders made a motion, seconded by Council Member Dalton to approve a budget amendment in the amount of \$7,975.00 to resurface and paint the basketball court at John L. Tompkins Park. Motion carried unanimously.

**5.8. DISCUSSION AND POSSIBLE ACTION TO AWARD CONTRACT TO THE QUALIFIED BIDDER, PYRO SHOWS OF TEXAS, IN THE AMOUNT OF \$80,000 FOR THE FIREWORK DISPLAYS ON MEMORIAL DAY, JULY FOURTH, AND LABOR DAY HOLIDAYS AND AUTHORIZE THE CITY MANAGER TO EXECUTE CONTRACT. (CAUM)**

Council Member Dalton made a motion, seconded by Council Member Schwartz to award contract to the qualified bidder, Pyro Shows of Texas, in the amount of \$80,000 for the

firework displays on Memorial Day, July Fourth, and Labor Day Holidays and authorize the City Manager to execute the contract. Motion passed on a 4:1:0 vote. Council Member Medders voted in opposition.

**5.9 DISCUSSION AND ACTION TO EXTEND THE CITY’S DECLARATION OF A LOCAL STATE OF DISASTER DUE COVID-19 VIRUS EPIDEMIC TO 11:59 P.M. ON THURSDAY, JUNE 17, 2021. (McNULTY)**

Council Member Dalton made a motion, seconded by Council Member Medders to extend the City’s Declaration of Local State of Disaster due to COVID-19 Virus Epidemic to 11:59 p.m. on Thursday, June 17, 2021. Motion carried unanimously.

**6. ADJOURN.** There being no further business, Mayor McNulty adjourned the meeting at 6:19 p.m.

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Marta Martinez, Assistant City Secretary

APPROVED

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Patrick McNulty, Mayor

**CITY OF SOUTH PADRE ISLAND  
CITY COUNCIL  
AGENDA REQUEST FORM**

**MEETING DATE:** June 2, 2021

**NAME & TITLE:** Rodrigo Gimenez, CFO

**DEPARTMENT:** Finance Department

**ITEM**

Approve invoices for payment. (Gimenez)

**ITEM BACKGROUND**

Approve invoices for payment by General Fund check numbers 149514 through 149630 and EFT totaling \$770,399.74

**BUDGET/FINANCIAL SUMMARY**

N/A

**COMPREHENSIVE PLAN GOAL**

N/A

**LEGAL REVIEW**

Sent to Legal: No

Approved by Legal: No

**RECOMMENDATIONS/COMMENTS:**

Approve

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 01 GENERAL FUND

DEPARTMENT: N/A NON-DEPARTMENTAL

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L	ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-002434	CINDY BOUDLOCHE	I-DWE202105246692	01	2469	DEBTORS WAGE	: CASE NO 16-10432	149578	1,516.66
							VENDOR 01-002434 TOTALS	1,516.66
01-003185	OFFICE OF THE ATTY GEN	I-C1C202105246692	01	2473	CHILD SUPPORT:	ORDER NO 2015-DCL-56	004345	339.23
01-003185	OFFICE OF THE ATTY GEN	I-C1L202105246692	01	2473	CHILD SUPPORT:	ORDER NO 2005063139E	004345	189.23
01-003185	OFFICE OF THE ATTY GEN	I-C1Q202105246692	01	2473	CHILD SUPPORT:	CS 2014-DCL-08362	004345	374.31
01-003185	OFFICE OF THE ATTY GEN	I-C24202105246692	01	2473	CHILD SUPPORT:	A/N 0011488748	004345	259.28
01-003185	OFFICE OF THE ATTY GEN	I-C2Y202105246692	01	2473	CHILD SUPPORT:	ORDER # 2019-DCL-011	004345	163.85
01-003185	OFFICE OF THE ATTY GEN	I-C3Q202105246692	01	2473	CHILD SUPPORT:	ORDER NO: 2020-DCL-0	004345	270.92
01-003185	OFFICE OF THE ATTY GEN	I-C51202105246692	01	2473	CHILD SUPPORT:	A/N 0012375322	004345	294.33
01-003185	OFFICE OF THE ATTY GEN	I-C77202105246692	01	2473	CHILD SUPPORT:	A/N 0010353126	004345	159.23
01-003185	OFFICE OF THE ATTY GEN	I-C82202105246692	01	2473	CHILD SUPPORT:	ORDER #2012-DCL-0866	004345	319.38
01-003185	OFFICE OF THE ATTY GEN	I-C91202105246692	01	2473	CHILD SUPPORT:	AG 0012920905	004345	442.62
01-003185	OFFICE OF THE ATTY GEN	I-C93202105246692	01	2473	CHILD SUPPORT:	ORDER # 99125207D	004345	101.54
01-003185	OFFICE OF THE ATTY GEN	I-C95202105246692	01	2473	CHILD SUPPORT:	CASE #0013025749	004345	396.92
							VENDOR 01-003185 TOTALS	3,310.84
01-003444	CITIBANK	I-50321	01	2489	PURCHASING CA:	APRIL 2021 P CARD PU	149584	85,904.15
							VENDOR 01-003444 TOTALS	85,904.15
01-019222	S.P.I. FIREFIGHTERS AS	I-52421	01	2472	FIREFIGHTERS :	ASSOCIATION DUES 5/2	149608	432.00
							VENDOR 01-019222 TOTALS	432.00
01-019327	SOUTH PADRE ISLAND PRO	I-052421	01	2487	POLICE DEPT A:	ASSOCIATION DUES 5/2	001565	75.00
							VENDOR 01-019327 TOTALS	75.00
01-020123	TML-INTERGOVERNMENTAL	I-51021	01	1400	PREPAID EXPEN:	TMLIRP WINDSTORM COV	149556	64,186.77
							VENDOR 01-020123 TOTALS	64,186.77
01-021109	UNITED WAY OF SOUTHERN	I-52521	01	2468	UNITED WAY :	EMPLOYEE CONTRIBUTIO	001568	35.00
							VENDOR 01-021109 TOTALS	35.00

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 01 GENERAL FUND

DEPARTMENT: N/A NON-DEPARTMENTAL

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-1	SOLITAIRE, ELTON ANGEL	I-000202105196685	01 2424	MUN. COURT BO:	Bond Refund:46058A	149566	285.00
01-1	PETTIT, DANIELLE RENEE	I-000202105196686	01 2424	MUN. COURT BO:	Bond Refund:45352A	149567	385.00
01-1	AYERS, JESSICA ANN	I-000202105196687	01 2424	MUN. COURT BO:	Bond Refund:45373A	149568	285.00
01-1	JENSEN-SEAY, OLIVIA LA	I-000202105196688	01 2424	MUN. COURT BO:	Bond Refund:45748A	149569	180.00
01-1	JENSEN-SEAY, OLIVIA LA	I-000202105196688	01 2424	MUN. COURT BO:	Bond Refund:45748A	149569	105.00
01-1	SIERRA, MELISSA BROOKE	I-000202105196689	01 2424	MUN. COURT BO:	Bond Refund:45726A	149570	285.00

VENDOR 01-1	TOTALS	1,525.00
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DEPARTMENT	NON-DEPARTMENTAL	TOTAL:	156,985.42
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VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 01 GENERAL FUND

DEPARTMENT: 511 CITY COUNCIL

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-020602	ADRIAN CHARLES HULSE & I-	31329	01 511-0550-031	KEN MEDDERS	: 250 BUS CARDS, KEN M	149559	29.00
					VENDOR 01-020602	TOTALS	29.00
01-1	HOUSTON BADGE CO.	I-275260	01 511-0550-035	PATRICK MCNUL:	HOUSTON BADGE CO.:	2 149571	167.00
					VENDOR 01-1	TOTALS	167.00
				DEPARTMENT 511	CITY COUNCIL	TOTAL:	196.00

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 01 GENERAL FUND

DEPARTMENT: 512 CITY MANAGERS OFFICE

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-016600	SAN BENITO NEWS	I-42921	01 512-9174	RECORDS MANAG:	DISPLAY AD ORD #21-0	149543	132.00
						VENDOR 01-016600 TOTALS	132.00
01-020045	TML ADMINISTRATIVE SER	I-51021	01 512-0551	DUES & MEMBER:	TML Membership Renew	149613	1,437.00
						VENDOR 01-020045 TOTALS	1,437.00
01-1	HOUSTON BADGE CO.	I-275260	01 512-0101	OFFICE SUPPLI:	HOUSTON BADGE CO.: 2	149571	167.00
						VENDOR 01-1 TOTALS	167.00
						DEPARTMENT 512 CITY MANAGERS OFFICE TOTAL:	1,736.00

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 01 GENERAL FUND

DEPARTMENT: 513 FINANCE DEPARTMENT

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-016600	SAN BENITO NEWS	I-040121	01 513-0540	ADVERTISING	: DISPLAY AD RFP, AUDI	149542	181.50
						VENDOR 01-016600 TOTALS	181.50
						DEPARTMENT 513 FINANCE DEPARTMENT TOTAL:	181.50

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 01 GENERAL FUND

DEPARTMENT: 515 TECHNOLOGY DEPARTMENT

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L	ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-004089	TX DEPT OF INFORMATION	I-21040585N	01	515-0501	COMMUNICATION:	TEX-AN NG CHARGES AP	001559	5.47
							VENDOR 01-004089 TOTALS	5.47
01-019140	MITEL	I-36480704	01	515-0501	COMMUNICATION:	MITEL VOIP PHONES	001551	3,191.02
							VENDOR 01-019140 TOTALS	3,191.02
01-019182	SMARTCOM TELEPHONE.LLC	I-050121	01	515-0415	SERVICE CONTR:	POLICE PTP	149547	225.67
01-019182	SMARTCOM TELEPHONE.LLC	I-050121	01	515-0415	SERVICE CONTR:	CITY HALL INTERNET	149547	1,024.07
01-019182	SMARTCOM TELEPHONE.LLC	I-050121	01	515-0415	SERVICE CONTR:	FIRE DEPT.	149547	405.23
							VENDOR 01-019182 TOTALS	1,654.97
01-019502	AT&T	I-05321	01	515-0501	COMMUNICATION:	761-2792	149549	42.59
01-019502	AT&T	I-50321	01	515-0501	COMMUNICATIONS		149550	1,147.31
01-019502	AT&T	I-5321	01	515-0501	COMMUNICATION:	761-2792	149551	390.24
							VENDOR 01-019502 TOTALS	1,580.14
01-020602	ADRIAN CHARLES HULSE &	I-31390	01	515-0101	OFFICE SUPPLI:	2 SETS OF BUSINESS C	149559	29.00
							VENDOR 01-020602 TOTALS	29.00
							DEPARTMENT 515 TECHNOLOGY DEPARTMENT TOTAL:	6,460.60

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 01 GENERAL FUND

DEPARTMENT: 516 HUMAN RESOURCES

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-002058	JAMES BARKER II	I-51821	01 516-0514	TUITION ASSIS:	TUITION REIMBURSEMEN	001555	1,072.66
					VENDOR 01-002058	TOTALS	1,072.66
01-004043	CHRISTOPHER DE LEON	I-51921	01 516-0514	TUITION ASSIS:	TUITION REIMBURSEMEN	001569	1,004.64
					VENDOR 01-004043	TOTALS	1,004.64
01-004048	DEER OAKS EAP SERVICES	I-COSPI21-05	01 516-0530	PROFESSIONAL :	167 MAY 2021 EAP SER	149587	170.34
					VENDOR 01-004048	TOTALS	170.34
01-006101	FIRST CHECK	I-19258	01 516-0530	PROFESSIONAL :	PD, HR BUILDING	149526	29.25
					VENDOR 01-006101	TOTALS	29.25
01-015000	O'CARROLL,CLAUDINE	I-51321	01 516-0514	TUITION ASSIS:	TUITION REIMBURSEMEN	001557	476.00
					VENDOR 01-015000	TOTALS	476.00
01-020602	ADRIAN CHARLES HULSE &	I-31390	01 516-0101	OFFICE SUPPLI:	2 SETS OF BUSINESS C	149559	29.00
					VENDOR 01-020602	TOTALS	29.00
01-022037	C.L. ANDERSON, JR. M.D	I-499961	01 516-0530	PROFESSIONAL :	PRE-EMPLOYMENT DRUG/	149622	105.00
					VENDOR 01-022037	TOTALS	105.00
DEPARTMENT 516 HUMAN RESOURCES						TOTAL:	2,886.89

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 01 GENERAL FUND

DEPARTMENT: 520 MUNICIPAL COURT

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-008131	LUIS R. HERNANDEZ	I-42721	01 520-0530	PROFESSIONAL	: 3 HRS. WORKED AS ALT	149594	300.00
						VENDOR 01-008131 TOTALS	300.00
						DEPARTMENT 520 MUNICIPAL COURT TOTAL:	300.00

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 01 GENERAL FUND

DEPARTMENT: 521 POLICE DEPARTMENT

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-015000	O'CARROLL,CLAUDINE	I-041621	01 521-0550		TRAVEL EXPENS: MEAL ALLOWANCE, MAY	001557	240.00
					VENDOR 01-015000 TOTALS		240.00
01-015010	OFFICE DEPOT	I-18332827	01 521-0150		MINOR TOOLS &: 1-HI BACK OFFICE CHA	149541	183.99
					VENDOR 01-015010 TOTALS		183.99
				DEPARTMENT 521	POLICE DEPARTMENT	TOTAL:	423.99

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 01 GENERAL FUND

DEPARTMENT: 522 FIRE DEPARTMENT

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-001022	AIRGAS USA, LLC	I-9112460559	01 522-0114	MEDICAL SUPPL:	9 OXYGEN CYLINDERS E	001545	202.38
01-001022	AIRGAS USA, LLC	I-9979472826	01 522-0114	MEDICAL SUPPL:	LARGE OXYGEN CYLINDE	001545	115.88
VENDOR 01-001022 TOTALS							318.26
01-001082	LMH & LMH LLC.	I-21-0649	01 522-0411	BUILDING & ST:	SERVICE FIRE ALARM S	149573	158.00
01-001082	LMH & LMH LLC.	I-21-1077	01 522-0411	BUILDING & ST:	REMOTE SYNC TROUBLE,	149573	153.00
VENDOR 01-001082 TOTALS							311.00
01-002439	BOUND TREE MEDICAL,LLC	I-84064075	01 522-0114	MEDICAL SUPPL:	ENDOTRACHEAL TUBES,	149580	499.12
VENDOR 01-002439 TOTALS							499.12
01-003444	CITIBANK	I-50321	01 522-0150	MINOR TOOLS &:	FIRE DEPT CREDIT WIL	149584	275.00-
VENDOR 01-003444 TOTALS							275.00-
01-007506	DONALD GUILLOT	I-2148	01 522-0411	BUILDING & ST:	CHECKED A/C SYSTEMS	149592	300.00
VENDOR 01-007506 TOTALS							300.00
01-008313	HENRY SCHEIN INC	I-93847714	01 522-0114	MEDICAL SUPPL:	ET TUBE W/STYLETT, E	149596	454.17
VENDOR 01-008313 TOTALS							454.17
01-012133	LIFE - ASSIST, INC	I-1101152	01 522-0114	MEDICAL SUPPL:	1BX NASAL CANNULA, G	149600	428.20
VENDOR 01-012133 TOTALS							428.20
01-019362	SKYDIVE SPI,LLC	I-809	01 522-0130	WEARING APPAR:	7 SHIRTS, LOG NAME E	001566	213.00
VENDOR 01-019362 TOTALS							213.00
01-020016	TERMINIX	I-407353275	01 522-0415	SERVICE CONTR:	PEST CONTROL FIRE ST	149553	181.00
VENDOR 01-020016 TOTALS							181.00

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 01 GENERAL FUND

DEPARTMENT: 522 FIRE DEPARTMENT

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-020058	LESLIE A. DAVILA	I-21845	01 522-0150	MINOR TOOLS &: 20 20# ABC FIRE EXTI	149555		90.00
				VENDOR 01-020058	TOTALS		90.00
01-020174	TEXAS DEPT. OF STATE H	I-51921	01 522-0551	DUES & MEMBER: EMS RENEWAL LICENSE	149614		1,230.00
				VENDOR 01-020174	TOTALS		1,230.00
01-020181	TK ELEVATOR CORPORATIO	I-3005916224	01 522-0415	SERVICE CONTR: MAINTENCE FEE MAY 1	149557		600.00
				VENDOR 01-020181	TOTALS		600.00
01-022163	VALLEY SHREDDING LLC	I-VSS 20-4269	01 522-0415	SERVICE CONTR: ON-SITE SHREDDING OF	149623		50.95
				VENDOR 01-022163	TOTALS		50.95
01-1	ETAB-RGV	I-022321	01 522-0551	DUES & MEMBER: ETAB-RGV: ANNUAL MEM	149627		100.00
01-1	THRIVE RESPONSE, LLC	I-24839	01 522-0513	TRAINING EXPE: THRIVE RESPONSE, LLC	149628		150.00
				VENDOR 01-1	TOTALS		250.00
DEPARTMENT 522 FIRE DEPARTMENT						TOTAL:	4,650.70

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 01 GENERAL FUND

DEPARTMENT: 532 HEALTH/CODE ENFORCEMENT

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-001211	ALEX AVALOS PRINTING	I-21-1004	01 532-0118	PRINTING	: 99-NOTICE TO COMPLY	149576	247.50
						VENDOR 01-001211 TOTALS	247.50
01-011121	KEEP AMERICA BEAUTIFUL	I-AF-210594	01 532-0551	DUES & MEMBER:	KAB ANNUAL AFFILIATE	149598	60.00
						VENDOR 01-011121 TOTALS	60.00
01-015010	OFFICE DEPOT	I-171962286001	01 532-0101	OFFICE SUPPLI:	HP TONERS, PENS, ETC	149603	424.16
01-015010	OFFICE DEPOT	I-172864099001	01 532-0101	OFFICE SUPPLI:	BLK TONER, BINDR CLP	149541	128.85
01-015010	OFFICE DEPOT	I-172923479001	01 532-0101	OFFICE SUPPLI:	1 HP TONER CMY	149541	268.58
						VENDOR 01-015010 TOTALS	821.59
01-020602	ADRIAN CHARLES HULSE &	I-31273	01 532-0118	PRINTING	: 250 BUSINESS CRDS	C 149618	29.00
						VENDOR 01-020602 TOTALS	29.00
DEPARTMENT 532 HEALTH/CODE ENFORCEMENT TOTAL:							1,158.09

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 01 GENERAL FUND

DEPARTMENT: 540 FLEET MANAGEMENT

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-006988	OZIEL GARCIA	I-51321	01 540-0104-02	FUEL & LUBRIC:	REIMBURSE PURCHASE O	001556	60.35
					VENDOR 01-006988	TOTALS	60.35
01-007048	GIDDY-UP DELIVERY SERV	I-608217	01 540-0420-01	REPAIRS & MAI:	SHIPPING OF PARTS FO	149528	11.42
					VENDOR 01-007048	TOTALS	11.42
01-008318	RAUL HINOJOSA	I-051221	01 540-0104-01	FUEL & LUBRIC:	REIMBURSE PURCHASE O	149533	30.00
					VENDOR 01-008318	TOTALS	30.00
01-012091	CINTAS CORP.	I-4084579504	01 540-0130	WEARING APPAR:	UNIFORMS,	001562	21.67
					VENDOR 01-012091	TOTALS	21.67
01-018031	ALFREDO RAMOS	I-611	01 540-0420-02	REPAIRS & MAI:	T-1 LADDER PISTONS	001550	11,771.49
01-018031	ALFREDO RAMOS	I-614	01 540-0420-02	REPAIRS & MAI:	SET UP AEIRAIL, CLEA	001563	500.00
					VENDOR 01-018031	TOTALS	12,271.49
DEPARTMENT 540 FLEET MANAGEMENT						TOTAL:	12,394.93

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 01 GENERAL FUND

DEPARTMENT: 541 BUILDING MAINTENANCE

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-006181	FOX MECHANICAL LLC	I-8436	01 541-0410	MACHINERY & E:	REAPIR REFRIGERANTOI	001560	445.84
						VENDOR 01-006181 TOTALS	445.84
01-012091	CINTAS CORP.	I-4084579504	01 541-0130	WEARING APPAR:	UNIFORMS,	001562	21.67
01-012091	CINTAS CORP.	I-4084579504	01 541-0160	LAUNDRY & JAN:	,MATS, MOPS, ETC	001562	214.77
						VENDOR 01-012091 TOTALS	236.44
01-013114	MATHESON TRI-GAS INC.	I-0023485125	01 541-0415	SERVICE CONTR:	MISC. ACETYLENE CYLI	149601	319.65
						VENDOR 01-013114 TOTALS	319.65
01-020016	TERMINIX	I-407843196	01 541-0415	SERVICE CONTR:	PEST CONTROL COMM. C	149611	64.00
01-020016	TERMINIX	I-4078843889	01 541-0415	SERVICE CONTR:	PEST CONTROL 401 PA	149611	117.99
						VENDOR 01-020016 TOTALS	181.99
						DEPARTMENT 541 BUILDING MAINTENANCE TOTAL:	1,183.92

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 01 GENERAL FUND

DEPARTMENT: 542 INSPECTIONS DIVISION

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-001129	A & W OFFICE SUPPLY IN	I-444329-0	01 542-0101	OFFICE SUPPLI:	2 BX LGL FILE FOLDER	149574	32.85
01-001129	A & W OFFICE SUPPLY IN	I-664328-0	01 542-0401	FURNITURE & F:	1-4-DRAWER LGL FILE	149574	499.00
						VENDOR 01-001129 TOTALS	531.85
01-001211	ALEX AVALOS PRINTING	I-51421	01 542-0101	OFFICE SUPPLI:	2-TRODAT SELF INK ST	149516	82.24
						VENDOR 01-001211 TOTALS	82.24
01-020602	ADRIAN CHARLES HULSE &	I-31515	01 542-0101	OFFICE SUPPLI:	1000 BUSINESS CARDS	149618	49.00
						VENDOR 01-020602 TOTALS	49.00
						DEPARTMENT 542 INSPECTIONS DIVISION TOTAL:	663.09

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 01 GENERAL FUND

DEPARTMENT: 543 PUBLIC WORKS DEPARTMENT

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-003207	CAPA	I-775887	01 543-0416	STREETS & RIG: 3	YDS COLD MIX LAID	149519	270.00
						VENDOR 01-003207 TOTALS	270.00
01-003444	CITIBANK	I-50321	01 543-9045	SPRING BREAK :	PUBLIC WRKS CREDIT-A	149584	2,682.44-
						VENDOR 01-003444 TOTALS	2,682.44-
01-004258	E-CON GROUP, LLC	I-ONE	01 543-1009	STREETS/SIDEW:	TRAFFIC SIGNAL IMPRO	149588	20,944.18
						VENDOR 01-004258 TOTALS	20,944.18
01-012091	CINTAS CORP.	I-4084579504	01 543-0130	WEARING APPAR:	UNIFORMS,	001562	184.39
						VENDOR 01-012091 TOTALS	184.39
DEPARTMENT 543 PUBLIC WORKS DEPARTMENT TOTAL:							18,716.13

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 01 GENERAL FUND

DEPARTMENT: 570 GENERAL SERVICES

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L	ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-003000	CAMERON APPRAISAL DIST	I-000000064800015	01	570-9015	C.C. APPRAISA:	2021 QUARTERLY PAYME	149581	25,098.00
							VENDOR 01-003000 TOTALS	25,098.00
01-003810	LAW OFFICE OF EDMUND K	I-2087	01	570-9030	LEGAL SERVICE:	LEGAL SERV. APRIL 20	001547	826.50
01-003810	LAW OFFICE OF EDMUND K	I-2088	01	570-9030	LEGAL SERVICE:	LEGAL SERV. APRIL :S	001547	156.00
01-003810	LAW OFFICE OF EDMUND K	I-2089	01	570-9030	LEGAL SERVICE:	LEGAL SRV. APRIL 202	001547	2,028.00
01-003810	LAW OFFICE OF EDMUND K	I-2090	01	570-9030	LEGAL SERVICE:	LEGAL SERV: APRIL 20	001547	256.50
01-003810	LAW OFFICE OF EDMUND K	I-2091	01	570-9030	LEGAL SERVICE:	LEGAL SERV: APRIL 20	001547	2,826.75
							VENDOR 01-003810 TOTALS	6,093.75
01-004446	ESTRADA HINOJOSA & CO	I-4767	01	570-9025	INVESTMENT AD:	CONTINUING DISCLOSUR	149591	2,500.00
							VENDOR 01-004446 TOTALS	2,500.00
01-012071	LAGUNA MADRE WATER DIS	I-050721-01	01	570-0581	WATER, SEWER, :	BY MONUMENT SIGN IRR	001548	668.30
01-012071	LAGUNA MADRE WATER DIS	I-050721-05	01	570-0581	WATER, SEWER, :	334 PADRE BLVD CNTR	001548	3,462.11
01-012071	LAGUNA MADRE WATER DIS	I-050721-08	01	570-0581	WATER, SEWER, :	904 PADRE BLVD MDN I	001548	25.81
01-012071	LAGUNA MADRE WATER DIS	I-050721-09	01	570-0581	WATER, SEWER, :	1313 PADRE BLVD MDN	001548	73.54
01-012071	LAGUNA MADRE WATER DIS	I-050721-10	01	570-0581	WATER, SEWER, :	911 PADRE BLVD MDN I	001548	34.84
01-012071	LAGUNA MADRE WATER DIS	I-050721-11	01	570-0581	WATER, SEWER, :	1201 PADRE BLVD MDN	001548	37.70
01-012071	LAGUNA MADRE WATER DIS	I-050721-12	01	570-0581	WATER, SEWER, :	1612 PADRE BLVD MDN	001548	42.19
01-012071	LAGUNA MADRE WATER DIS	I-050721-13	01	570-0581	WATER, SEWER, :	2000 PADRE BLVD MDN	001548	38.52
01-012071	LAGUNA MADRE WATER DIS	I-050721-17	01	570-0581	WATER, SEWER, :	CRN PADRE & TARPON I	001548	25.81
01-012071	LAGUNA MADRE WATER DIS	I-050721-18	01	570-0581	WATER, SEWER, :	1400 PADRE BLVD MDN	001548	25.81
01-012071	LAGUNA MADRE WATER DIS	I-050721-19	01	570-0581	WATER, SEWER, :	1612 GULF BLVD	001548	20.63
01-012071	LAGUNA MADRE WATER DIS	I-050721-20	01	570-0581	WATER, SEWER, :	1800 GULF BLVD	001548	230.48
01-012071	LAGUNA MADRE WATER DIS	I-050721-21	01	570-0581	WATER, SEWER, :	2414 GULF BLVD IRR	001548	14.27
01-012071	LAGUNA MADRE WATER DIS	I-050721-22	01	570-0581	WATER, SEWER, :	CRN SW GULF & MARLIN	001548	422.16
01-012071	LAGUNA MADRE WATER DIS	I-050721-23	01	570-0581	WATER, SEWER, :	2712 PADRE BLVD IRR	001548	13.72
01-012071	LAGUNA MADRE WATER DIS	I-050721-24	01	570-0581	WATER, SEWER, :	CRN W GULF & RED SNA	001548	348.98
01-012071	LAGUNA MADRE WATER DIS	I-050721-25	01	570-0581	WATER, SEWER, :	3108 PADRE BLVD MDN	001548	25.81
01-012071	LAGUNA MADRE WATER DIS	I-050721-26	01	570-0581	WATER, SEWER, :	3204 PADRE BLVD MDN	001548	25.81
01-012071	LAGUNA MADRE WATER DIS	I-050721-27	01	570-0581	WATER, SEWER, :	3408 PADRE BLVD MDN	001548	29.20
01-012071	LAGUNA MADRE WATER DIS	I-050721-28	01	570-0581	WATER, SEWER, :	3420 GULF BLVD - ACC	001548	389.90
01-012071	LAGUNA MADRE WATER DIS	I-050721-29	01	570-0581	WATER, SEWER, :	3704 PADRE BLVD MDN	001548	25.81
01-012071	LAGUNA MADRE WATER DIS	I-050721-30	01	570-0581	WATER, SEWER, :	13 B/A MOONLIGHT CIR	001548	18.14
01-012071	LAGUNA MADRE WATER DIS	I-050721-31	01	570-0581	WATER, SEWER, :	106 W RETAMA ST F/L	001548	50.25
01-012071	LAGUNA MADRE WATER DIS	I-050721-32	01	570-0581	WATER, SEWER, :	106 W RETAMA ST.	001548	449.44
01-012071	LAGUNA MADRE WATER DIS	I-050721-33	01	570-0581	WATER, SEWER, :	CRN NW GULF & CAPRIC	001548	879.08
01-012071	LAGUNA MADRE WATER DIS	I-050721-34	01	570-0581	WATER, SEWER, :	5222 GULF BLVD IRR	001548	93.70
01-012071	LAGUNA MADRE WATER DIS	I-050721-35	01	570-0581	WATER, SEWER, :	5112 PADRE BLVD IRR	001548	13.72

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 01 GENERAL FUND

DEPARTMENT: 570 GENERAL SERVICES

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-012071	LAGUNA MADRE	WATER DIS I-050721-36	01 570-0581	WATER, SEWER, :	110 E MORNINGSIDE DR	001548	260.31
01-012071	LAGUNA MADRE	WATER DIS I-050721-37	01 570-0581	WATER, SEWER, :	5418 GULF BLVD BEACH	001548	20.35
01-012071	LAGUNA MADRE	WATER DIS I-050721-38	01 570-0581	WATER, SEWER, :	S SIDE OF CORONADO &	001548	104.00
01-012071	LAGUNA MADRE	WATER DIS I-050721-39	01 570-0581	WATER, SEWER, :	6100 PADRE BLVD	001548	59.36
01-012071	LAGUNA MADRE	WATER DIS I-050721-40	01 570-0581	WATER, SEWER, :	5700 PADRE BLVD IRR	001548	13.72
01-012071	LAGUNA MADRE	WATER DIS I-050721-41	01 570-0581	WATER, SEWER, :	5801 PADRE BLVD IRR	001548	13.72
01-012071	LAGUNA MADRE	WATER DIS I-050721-42	01 570-0581	WATER, SEWER, :	6100 PADRE BLVD ORR	001548	558.51
01-012071	LAGUNA MADRE	WATER DIS I-050721-46	01 570-0581	WATER, SEWER, :	8000 PADRE BLVD IRR	001548	124.26
01-012071	LAGUNA MADRE	WATER DIS I-050721-47	01 570-0581	WATER, SEWER, :	8001 PADRE BLVD IRR	001548	127.49
01-012071	LAGUNA MADRE	WATER DIS I-050721-48	01 570-0581	WATER, SEWER, :	108 W HUISACHE ST	001548	84.42
01-012071	LAGUNA MADRE	WATER DIS I-050721-49	01 570-0581	WATER, SEWER, :	SE CRNR OF OLEANDER	001548	13.72
01-012071	LAGUNA MADRE	WATER DIS I-050721-50	01 570-0581	WATER, SEWER, :	3900 PADRE BLVD MDN	001548	25.81
01-012071	LAGUNA MADRE	WATER DIS I-050721-52	01 570-0581	WATER, SEWER, :	4900 PADRE BLVD MDN	001548	25.81
01-012071	LAGUNA MADRE	WATER DIS I-050721-53	01 570-0581	WATER, SEWER, :	4200 PADRE BLVD IRR	001548	13.72
01-012071	LAGUNA MADRE	WATER DIS I-050721-55	01 570-0581	WATER, SEWER, :	4380 GULF BLVD IRR	001548	19.53
01-012071	LAGUNA MADRE	WATER DIS I-050721-56	01 570-0581	WATER, SEWER, :	4501 PADRE BLVD	001548	90.15
01-012071	LAGUNA MADRE	WATER DIS I-050721-57	01 570-0581	WATER, SEWER, :	4501 PADRE BLVD	001548	74.87
01-012071	LAGUNA MADRE	WATER DIS I-050721-58	01 570-0581	WATER, SEWER, :	4501 PADRE BLVD	001548	521.24
01-012071	LAGUNA MADRE	WATER DIS I-050721-59	01 570-0581	WATER, SEWER, :	4501 PADRE BLVD	001548	352.44
01-012071	LAGUNA MADRE	WATER DIS I-050721-60	01 570-0581	WATER, SEWER, :	4601 PADRE BLVD F/L	001548	50.25
01-012071	LAGUNA MADRE	WATER DIS I-050721-61	01 570-0581	WATER, SEWER, :	4601 PADRE BLVD	001548	1,089.86
01-012071	LAGUNA MADRE	WATER DIS I-050721-62	01 570-0581	WATER, SEWER, :	4818 GULF BLVD -BEAC	001548	138.41
01-012071	LAGUNA MADRE	WATER DIS I-050721-63	01 570-0581	WATER, SEWER, :	6816 PADER BLVD IRR	001548	13.72
01-012071	LAGUNA MADRE	WATER DIS I-050721-64	01 570-0581	WATER, SEWER, :	5404 PADRE BLVD MDN	001548	25.81
01-012071	LAGUNA MADRE	WATER DIS I-050721-65	01 570-0581	WATER, SEWER, :	60001 PADRE BLVD MDN	001548	25.81
01-012071	LAGUNA MADRE	WATER DIS I-050721-66	01 570-0581	WATER, SEWER, :	6410 PADRE BLVD MDN	001548	25.81
01-012071	LAGUNA MADRE	WATER DIS I-050721-68	01 570-0581	WATER, SEWER, :	W SATURN & PADRE BLV	001548	124.26
VENDOR 01-012071 TOTALS							11,483.09
01-014100	QUADIENT FINANCE, USA, I-050221		01 570-0108	POSTAGE	: POSTAGE FOR MAIL MET	149539	512.67
VENDOR 01-014100 TOTALS							512.67
01-018154	REPUBLIC SERVICES #863 I-0863002000440		01 570-0581	WATER, SEWER, :	108 W. RETAMA, ON CA	149606	2,006.11
VENDOR 01-018154 TOTALS							2,006.11
01-019305	SPARKLETTS & SIERRA S I-20618963 043021		01 570-0581	WATER, SEWER, :	WTR DISP.RENT/WATER	149548	153.88
01-019305	SPARKLETTS & SIERRA S I-20619011 043021		01 570-0581	WATER, SEWER, :	WTR DISP RENT/WATER	149548	141.37
VENDOR 01-019305 TOTALS							295.25

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 01 GENERAL FUND

DEPARTMENT: 570 GENERAL SERVICES

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L	ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-020047	TML - INTERGOVERNMENTA	I-050121	01	570-9060	OFFICIALS/LAW:	LIABILITY DEDUCTIBLE	149554	1,000.00
						VENDOR 01-020047 TOTALS		1,000.00
01-020123	TML-INTERGOVERNMENTAL	I-51021	01	570-9052	WINDSTORM INS:	TMLIRP WINDSTORM COV	149556	21,395.59
						VENDOR 01-020123 TOTALS		21,395.59
01-021095	UNITED PARCEL SERVICE	I-000034965X201-1	01	570-0108	POSTAGE	: SERVICE CHARGES	149621	61.80
						VENDOR 01-021095 TOTALS		61.80
01-023168	WRIGHT NATIONAL FLOOD	I-5435019-21	01	570-9053	FLOOD INSURAN:	FLOOD INS. 108 W VEN	149561	4,107.00
01-023168	WRIGHT NATIONAL FLOOD	I-5435020-21	01	570-9053	FLOOD INSURAN:	FLOOD INSURANCE 4501	149562	6,130.00
01-023168	WRIGHT NATIONAL FLOOD	I-5435021-21	01	570-9053	FLOOD INSURAN:	FLOOD INSURANCE 109	149563	4,792.00
01-023168	WRIGHT NATIONAL FLOOD	I-5435024-21	01	570-9053	FLOOD INSURAN:	FLOOD INSURANCE 4601	149624	1,834.00
						VENDOR 01-023168 TOTALS		16,863.00
01-023900	XEROX CORPORATION	I-013280692	01	570-0510	RENTAL OF EQU:	XEROX PRINTERS FINA	149564	365.56
01-023900	XEROX CORPORATION	I-013280693	01	570-0510	RENTAL OF EQU:	XEROX PRINTERS FIRE	149564	306.55
01-023900	XEROX CORPORATION	I-013280694	01	570-0510	RENTAL OF EQU:	XEROX PRINTERS PUBLI	149564	877.21
01-023900	XEROX CORPORATION	I-013280695	01	570-0510	RENTAL OF EQU:	XEROX PRINTERS JAIL	149564	216.68
01-023900	XEROX CORPORATION	I-013280696	01	570-0510	RENTAL OF EQU:	XEROX PRINTERS POLIC	149564	814.33
01-023900	XEROX CORPORATION	I-013375991	01	570-0510	RENTAL OF EQU:	XEROX PRINTERS POLIC	149626	118.64
						VENDOR 01-023900 TOTALS		2,698.97
					DEPARTMENT 570	GENERAL SERVICES	TOTAL:	90,008.23

VENDOR SET 01 GENERAL FUND TOTAL: 297,945.49

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 02 HOTEL/MOTEL TAX FUND

DEPARTMENT: N/A NON-DEPARTMENTAL

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-020123	TML-INTERGOVERNMENTAL	I-51021	02 1400	PREPAID EXPEN:	TMLIRP WINDSTORM COV	149556	5,934.75
						VENDOR 01-020123 TOTALS	5,934.75
				DEPARTMENT	NON-DEPARTMENTAL	TOTAL:	5,934.75

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 02 HOTEL/MOTEL TAX FUND

DEPARTMENT: 590 VISITORS BUREAU

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L	ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-004089	TX DEPT OF INFORMATION	I-21040585N	02	590-0501	COMMUNICATION:	TEX-AN NG CHARGES AP	001559	2.66
						VENDOR 01-004089	TOTALS	2.66
01-019182	SMARTCOM TELEPHONE.LLC	I-050121	02	590-0415	SERVICE CONTR:	VC INTERNET	149547	135.10
						VENDOR 01-019182	TOTALS	135.10
01-020185	TIME WARNER CABLE	I-0306005051121	02	590-0415	SERVICE CONTR:	CABLE/INTERNET 5/11-	149617	239.20
						VENDOR 01-020185	TOTALS	239.20
01-021095	UNITED PARCEL SERVICE	I-0000648239191-1	02	590-0108	POSTAGE	: WEEKLY SERVICE CHARG	149621	33.00
01-021095	UNITED PARCEL SERVICE	I-0000648239201-1	02	590-0108	POSTAGE	: WEEKLY SERVICE CHARG	149621	33.00
						VENDOR 01-021095	TOTALS	66.00
01-023900	XEROX CORPORATION	I-013280697	02	590-0415	SERVICE CONTR:	COPER/PRINTER VISITO	149564	250.35
						VENDOR 01-023900	TOTALS	250.35
DEPARTMENT 590 VISITORS BUREAU							TOTAL:	693.31

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 02 HOTEL/MOTEL TAX FUND

DEPARTMENT: 592 SALES & ADMINISTRATION

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L	ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT	
01-001978	BRIAN BARRERA	I-51721	02	592-0535	FAMILIARIZATI:	GUIDED SNOOK FISHING	149517	540.00	
						VENDOR 01-001978	TOTALS	540.00	
01-003810	LAW OFFICE OF EDMUND K	I-2092	02	592-0530	PROFESSIONAL :	LEGAL SERV: APRIL CV	001547	196.65	
						VENDOR 01-003810	TOTALS	196.65	
01-004089	TX DEPT OF INFORMATION	I-21040585N	02	592-0501	COMMUNICATION:	TEX-AN NG CHARGES	AP 001559	0.49	
						VENDOR 01-004089	TOTALS	0.49	
01-006101	FIRST CHECK	I-19258	02	592-0530	PROFESSIONAL :	CVB SALES/ADMINISTRA	149526	33.75	
						VENDOR 01-006101	TOTALS	33.75	
01-013375	CHESTER MOORE	I-051721	02	592-0535	FAMILIARIZATI:	MILEAGE AND MEAL FOR	149538	650.88	
						VENDOR 01-013375	TOTALS	650.88	
01-018300	TERESA RODRIGUEZ	I-050321	02	592-0550	TRAVEL EXPENS:	REIMBURSE MILEAGE	AU 001558	403.20	
01-018300	TERESA RODRIGUEZ	I-050321	02	592-0102	LOCAL MEETING:	REIMBURSE MILEAGE	AU 001558	69.17	
						VENDOR 01-018300	TOTALS	472.37	
01-020602	ADRIAN CHARLES HULSE &	I-31431	02	592-0101	OFFICE SUPPLI:	2-METAL NAME BADGES	149559	40.42	
01-020602	ADRIAN CHARLES HULSE &	I-31439	02	592-0538	CONVENTION SE:	ART SERV: LAYOUT OF	149618	280.00	
01-020602	ADRIAN CHARLES HULSE &	I-31495	02	592-0101	OFFICE SUPPLI:	500 BUS. CARDS MARI	149618	39.00	
						VENDOR 01-020602	TOTALS	359.42	
01-023900	XEROX CORPORATION	I-013280700	02	592-0415	SERVICE CONTR:	COPIER/PRINTER LEASE	149626	214.14	
01-023900	XEROX CORPORATION	I-013280701	02	592-0415	SERVICE CONTR:	COPIER/PRINTER LEASE	149626	744.06	
						VENDOR 01-023900	TOTALS	958.20	
DEPARTMENT 592 SALES & ADMINISTRATION								TOTAL:	3,211.76

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 02 HOTEL/MOTEL TAX FUND

DEPARTMENT: 593 EVENTS MARKETING

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L	ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-003917	COMMEMORATIVE AIR FORC	I-4	02	593-8099	MISC. SPONSOR:	CAP AIRSHOW 2021	149520	33,750.00
							VENDOR 01-003917 TOTALS	33,750.00
01-016613	PYRO SHOWS OF TEXAS, I	I-21TX000006	02	593-8030	FIREWORKS	: FIREWORKS SHOW 05/30	149630	20,000.00
							VENDOR 01-016613 TOTALS	20,000.00
01-020602	ADRIAN CHARLES HULSE &	I-31216	02	593-8060	ENTRANCE SIGN:	ART SERV: PRO AM SOC	149618	495.00
01-020602	ADRIAN CHARLES HULSE &	I-31436	02	593-8060	ENTRANCE SIGN:	2- 15 X 3 MESH BANNE	149618	460.00
01-020602	ADRIAN CHARLES HULSE &	I-31440	02	593-8060	ENTRANCE SIGN:	1-ART SERV. MEDIAN B	149618	255.00
01-020602	ADRIAN CHARLES HULSE &	I-31460	02	593-8099	MISC. SPONSOR:	6-VINLY SPICVB LOGO	149618	300.00
							VENDOR 01-020602 TOTALS	1,510.00
							DEPARTMENT 593 EVENTS MARKETING TOTAL:	55,260.00

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 02 HOTEL/MOTEL TAX FUND

DEPARTMENT: 594 MARKETING

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L	ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-001192	ADSPOSURE	I-AGL80C-02	02	594-0531	MEDIA PLACEME:	BUSWRAPS SAN ANTONIO	149575	4,300.00
						VENDOR 01-001192 TOTALS		4,300.00
01-001344	THE ATKINS GROUP	I-INV-17023	02	594-0531	MEDIA PLACEME:	Q2 Q3 MARKETING CAMP	001546	103,383.29
						VENDOR 01-001344 TOTALS		103,383.29
01-002217	BAY PHOTO INC	I-17151360	02	594-0537	PRODUCTION/CO:	PHOTOS FOR WALLS	149577	9,878.00
						VENDOR 01-002217 TOTALS		9,878.00
01-003398	NEXSTAR	I-2722187-7	02	594-0531	MEDIA PLACEME:	ESTRELLA TV COMM CAL	149582	200.00
01-003398	NEXSTAR	I-2723445-7/2721232-	02	594-0531	MEDIA PLACEME:	COMM CALENDAR	149582	1,730.00
01-003398	NEXSTAR	I-2952090-1	02	594-0531	MEDIA PLACEME:	NATIVE CORE TEXT	149582	1,250.00
						VENDOR 01-003398 TOTALS		3,180.00
01-003677	CLEAR CHANNEL OUTDOOR,	I-792102260	02	594-0531	MEDIA PLACEME:	AP DISPLAY VIA 5/17	149535	495.00
						VENDOR 01-003677 TOTALS		495.00
01-004017	ADVERTISING SOLUTIONS	I-9699	02	594-0531	MEDIA PLACEME:	DE VALLE MAGAZINE	149586	6,720.00
						VENDOR 01-004017 TOTALS		6,720.00
01-004334	ARMANDO TORRES RODRIGU	I-A21	02	594-0531	MEDIA PLACEME:	MEXICO MKTG	149523	1,000.00
						VENDOR 01-004334 TOTALS		1,000.00
01-008092	NICHOLAS L HARVIN	I-3708	02	594-0537	PRODUCTION/CO:	WEBSITE MANAGEMENT	149531	776.25
						VENDOR 01-008092 TOTALS		776.25
01-009113	GLORIA GRACIA	I-950	02	594-0531	MEDIA PLACEME:	BILLBOARDS MEX	149597	5,000.00
						VENDOR 01-009113 TOTALS		5,000.00

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 02 HOTEL/MOTEL TAX FUND

DEPARTMENT: 594 MARKETING

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L	ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-012090	LAMAR TEXAS LIMITED PA	I-112465565	02	594-0531	MEDIA PLACEME:	OUTDOOR SIGN RENEWAL	149599	3,900.00
01-012090	LAMAR TEXAS LIMITED PA	I-112465566	02	594-0531	MEDIA PLACEME:	OUTDOOR SIGN RENEWAL	149537	4,000.00
							VENDOR 01-012090 TOTALS	7,900.00
01-017994	RADIO UNITED LLC	I-24312A-2	02	594-0531	MEDIA PLACEME:	RADIO STATION MARKET	149605	300.00
01-017994	RADIO UNITED LLC	I-24312B-1	02	594-0531	MEDIA PLACEME:	RADIO STATION MARKET	149605	100.00
01-017994	RADIO UNITED LLC	I-24313-2	02	594-0531	MEDIA PLACEME:	RADIO STATION MARKET	149605	175.00
01-017994	RADIO UNITED LLC	I-24314-1	02	594-0531	MEDIA PLACEME:	RADIO STATION MARKET	149605	100.00
01-017994	RADIO UNITED LLC	I-24315-2	02	594-0531	MEDIA PLACEME:	RADIO STATION MARKET	149605	174.00
01-017994	RADIO UNITED LLC	I-24316-2	02	594-0531	MEDIA PLACEME:	RADIO STATION MARKET	149605	174.00
							VENDOR 01-017994 TOTALS	1,023.00
01-019656	Starchannel Marketing, I-	155746	02	594-0531	MEDIA PLACEME:	MEXICO MKTG	149552	1,050.00
01-019656	Starchannel Marketing, I-	155747	02	594-0531	MEDIA PLACEME:	MEXICO MKTG	149552	2,305.00
01-019656	Starchannel Marketing, I-	155748	02	594-0531	MEDIA PLACEME:	MEXICO MKTG	149552	605.00
01-019656	Starchannel Marketing, I-	155749	02	594-0531	MEDIA PLACEME:	MEXICO MKTG	149552	200.00
01-019656	Starchannel Marketing, I-	155773	02	594-0531	MEDIA PLACEME:	MEXICO MKTG	149552	400.00
01-019656	Starchannel Marketing, I-	155790	02	594-0531	MEDIA PLACEME:	MEXICO MKTG	149552	600.00
							VENDOR 01-019656 TOTALS	5,160.00
01-019715	SIMPLEVIEW CANADA, LLC I-	INV120780	02	594-0530	PROFESSIONAL :	DIGITAL ASSET LIBRAR	149610	1,198.99
01-019715	SIMPLEVIEW CANADA, LLC I-	INV120890	02	594-0530	PROFESSIONAL :	DIGITAL ASSET LIBRAR	149610	1,198.99
							VENDOR 01-019715 TOTALS	2,397.98
01-020038	ENTERPPRISE PRODUCTS C I-	61425	02	594-0531	MEDIA PLACEME:	JUNE 2021 TX COAST	149612	14,000.00
							VENDOR 01-020038 TOTALS	14,000.00
01-020176	TX DEPT OF TRANSPORTAT I-	TRV2050	02	594-0531	MEDIA PLACEME:	AJR MEDIA BUY	149615	660.25
01-020176	TX DEPT OF TRANSPORTAT I-	TRV2113	02	594-0531	MEDIA PLACEME:	AJR MEDIA BUY	149615	2,679.28
							VENDOR 01-020176 TOTALS	3,339.53
01-020602	ADRIAN CHARLES HULSE & I-	31438	02	594-0537	PRODUCTION/CO:	ART SERVICES: CREATE	149618	45.00
							VENDOR 01-020602 TOTALS	45.00
DEPARTMENT 594 MARKETING							TOTAL:	168,598.05

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 02 HOTEL/MOTEL TAX FUND

DEPARTMENT: 596 SPI HISTORICAL MUSEUM

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L	ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-012071	LAGUNA MADRE WATER DIS	I-050721-06	02	596-0581	WATER, SEWER, :	600 PADRE BLVD	001548	59.36
01-012071	LAGUNA MADRE WATER DIS	I-050721-07	02	596-0581	WATER, SEWER, :	600 PADRE BLVD	001548	34.40
							VENDOR 01-012071 TOTALS	93.76
01-020123	TML-INTERGOVERNMENTAL	I-51021	02	596-0520	INSURANCE	: TMLIRP WINDSTORM COV 149556		1,978.25
							VENDOR 01-020123 TOTALS	1,978.25
01-021102	UNIFIRST HOLDINGS, INC	I-8133041762	02	596-0160	LAUNDRY & JAN:	MATS, MOPS, ETC 610	001553	94.82
01-021102	UNIFIRST HOLDINGS, INC	I-8133057155	02	596-0160	LAUNDRY & JAN:	MATS, MOPS, ETC. 600	001567	94.82
							VENDOR 01-021102 TOTALS	189.64

DEPARTMENT 596 SPI HISTORICAL MUSEUM TOTAL: 2,261.65

VENDOR SET 02 HOTEL/MOTEL TAX FUND TOTAL: 235,959.52

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 03 VENUE PROJECT FUND

DEPARTMENT: 597 VENUE PROJECT

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L	ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-004446	ESTRADA HINOJOSA & CO	I-4767	03	597-0530	PROFESSIONAL	: CONTINUING DISCLOSUR	149591	2,500.00
							VENDOR 01-004446 TOTALS	2,500.00
01-012071	LAGUNA MADRE	WATER DIS I-050721-14	03	597-0581	WATER, SEWER, :	2412 PADRE BLVD MDN	001548	15.38
01-012071	LAGUNA MADRE	WATER DIS I-050721-15	03	597-0581	WATER, SEWER, :	2700 PADRE BLVD MDN	001548	25.81
01-012071	LAGUNA MADRE	WATER DIS I-050721-16	03	597-0581	WATER, SEWER, :	3000 PADRE BLVD MDN	001548	25.81
01-012071	LAGUNA MADRE	WATER DIS I-050721-44	03	597-0581	WATER, SEWER, :	7010 STATE PARK RD #	001548	13.72
01-012071	LAGUNA MADRE	WATER DIS I-050721-51	03	597-0581	WATER, SEWER, :	440 PADRE BLVD MDN I	001548	25.81
01-012071	LAGUNA MADRE	WATER DIS I-050721-54	03	597-0581	WATER, SEWER, :	4598 PADRE BLVD IRR	001548	13.72
01-012071	LAGUNA MADRE	WATER DIS I-050721-67	03	597-0581	WATER, SEWER, :	4701 PADRE BLVD MDN	001548	25.81
							VENDOR 01-012071 TOTALS	146.06
							DEPARTMENT 597 VENUE PROJECT	TOTAL: 2,646.06
							VENDOR SET 03 VENUE PROJECT FUND	TOTAL: 2,646.06

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 06 CONVENTION CENTER FUND

DEPARTMENT: N/A NON-DEPARTMENTAL

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-020123	TML-INTERGOVERNMENTAL	I-51021	06 1400	PREPAID EXPEN:	TMLIRP WINDSTORM COV	149556	30,669.75
						VENDOR 01-020123 TOTALS	30,669.75
				DEPARTMENT	NON-DEPARTMENTAL	TOTAL:	30,669.75

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 06 CONVENTION CENTER FUND

DEPARTMENT: 565 CONVENTION CENTER OPER

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L	ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-002435	BOGGUS MOTOR CO.	II, L I-U975	06	565-1007	MOTOR VEHICLE:	2020 TRANSIT VAN	149579	37,589.00
						VENDOR 01-002435 TOTALS		37,589.00
01-003418	JAMES R. MATTHEWS	I-0621	06	565-0415	SERVICE CONTR:	JUNE 2021 WATER TREA	149583	168.00
						VENDOR 01-003418 TOTALS		168.00
01-004283	ECOLAB INC.	I-6261356994	06	565-0415	SERVICE CONTR:	DISHMACHINE RENTAL 5	149522	155.38
						VENDOR 01-004283 TOTALS		155.38
01-005512	EXPRESS SERVICES, INC.	I-25238233	06	565-0530	PROFESSIONAL :	TEMP LABOR, CVB 3/28	149525	325.60
01-005512	EXPRESS SERVICES, INC.	I-25301221	06	565-0530	PROFESSIONAL :	TEMP LABOR CVB 4/11/	149525	390.72
						VENDOR 01-005512 TOTALS		716.32
01-007600	GULF COAST PAPER CO.	I I-2043836	06	565-0160	LAUNDRY & JAN:	2-CS LUXURY FOAM SOA	149529	163.82
01-007600	GULF COAST PAPER CO.	I I-2044238	06	565-0160	LAUNDRY & JAN:	1 EA, FRONT/RER SQUE	149529	124.10
01-007600	GULF COAST PAPER CO.	I I-2046791	06	565-0160	LAUNDRY & JAN:	2 CS 55GL CORELESS C	149529	56.88
01-007600	GULF COAST PAPER CO.	I I-2047181	06	565-0160	LAUNDRY & JAN:	1 CS EA. DSNFCT, LIN	149529	151.32
01-007600	GULF COAST PAPER CO.	I I-2050632	06	565-0160	LAUNDRY & JAN:	TWLS, LINERS, ETC.	149593	263.29
						VENDOR 01-007600 TOTALS		759.41
01-011014	JUAN JOSE MORA	I-0740	06	565-0130	WEARING APPAR:	EMBROIDERED 13 SPI L	149536	91.00
						VENDOR 01-011014 TOTALS		91.00
01-012071	LAGUNA MADRE WATER DIS	I-050721-43	06	565-0581	WATER, SEWER :	7355 PADRE BLVD	001548	1,648.87
01-012071	LAGUNA MADRE WATER DIS	I-050721-45	06	565-0581	WATER, SEWER :	7355 PADRE BLVD IRR	001548	2,397.48
						VENDOR 01-012071 TOTALS		4,046.35
01-018154	REPUBLIC SERVICES #863	I-086300	06	565-0581	WATER, SEWER :	7355 PADRE BLVD ON C	149545	435.62
						VENDOR 01-018154 TOTALS		435.62

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 06 CONVENTION CENTER FUND

DEPARTMENT: 565 CONVENTION CENTER OPER

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L	ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-019012	SOUTH LAGUNA INVESTMEN	I-4565	06	565-0160	LAUNDRY & JAN:	CLEANING OF TABLECOV	149607	48.16
01-019012	SOUTH LAGUNA INVESTMEN	I-4568	06	565-0160	LAUNDRY & JAN:	CLEANING OF FITTED T	149607	10.72
							VENDOR 01-019012 TOTALS	58.88
01-019305	SPARKLETT'S & SIERRA S	I-20619055 043021	06	565-0103-01	CONSUMABLES :	BOTTLED WATER DELIVE	149548	27.95
							VENDOR 01-019305 TOTALS	27.95
01-019502	AT&T	I-050321	06	565-0501	COMMUNICATION:	SERVICE FOR MAY 3 -J	149609	353.38
							VENDOR 01-019502 TOTALS	353.38
01-020123	TML-INTERGOVERNMENTAL	I-51021	06	565-0520	INSURANCE :	TMLIRP WINDSTORM COV	149556	10,223.25
							VENDOR 01-020123 TOTALS	10,223.25
01-020185	TIME WARNER CABLE	I-0029318050621	06	565-0415	SERVICE CONTR:	WIFI AT CC	149616	3,205.94
							VENDOR 01-020185 TOTALS	3,205.94
01-020745	TRANE, A DIVISION OF A	I-311682611	06	565-0415	SERVICE CONTR:	PM CHILLERS	149620	3,510.00
							VENDOR 01-020745 TOTALS	3,510.00
01-021102	UNIFIRST HOLDINGS, INC	I-8412213716	06	565-0130	WEARING APPAR:	UNIFORMS, MATS, MOPS	001553	61.81
01-021102	UNIFIRST HOLDINGS, INC	I-8412213716	06	565-0160	LAUNDRY & JAN:	UNIFORMS, MATS, MOPS	001553	134.92
01-021102	UNIFIRST HOLDINGS, INC	I-8412214557	06	565-0160	LAUNDRY & JAN:	UNIFORMS, MATS, MOPS	001567	134.92
01-021102	UNIFIRST HOLDINGS, INC	I-8412214557	06	565-0130	WEARING APPAR:	UNIFORMS, MATS, MOPS	001567	61.81
01-021102	UNIFIRST HOLDINGS, INC	I-8412215378	06	565-0160	LAUNDRY & JAN:	UNIFORMS, MATS, MOPS	001567	134.92
01-021102	UNIFIRST HOLDINGS, INC	I-8412215378	06	565-0130	WEARING APPAR:	UNIFORMS, MATS, MOPS	001567	61.81
							VENDOR 01-021102 TOTALS	590.19
							DEPARTMENT 565 CONVENTION CENTER OPER TOTAL:	61,930.67
							VENDOR SET 06 CONVENTION CENTER FUND TOTAL:	92,600.42

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 09 PARKS, REC & BEAUTIF

DEPARTMENT: N/A NON-DEPARTMENTAL

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-1	ORIGINS RECOVERY CENTE	I-52421	09 44058	RENTAL INCOME:	ORIGINS RECOVERY CEN	149629	150.00
					VENDOR 01-1	TOTALS	150.00
				DEPARTMENT	NON-DEPARTMENTAL	TOTAL:	150.00

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 09 PARKS, REC & BEAUTIF

DEPARTMENT: 572 GENERAL SERVICES

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L	ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-005499	EWING IRRIGATION PRODU	I-14136262	09	572-0433	PARKS MAINTEN:	DRIPLINE/COUPLING	149524	553.02
							VENDOR 01-005499 TOTALS	553.02
01-014149	9 KIDS COMPOST, LLC	I-0719	09	572-0433	PARKS MAINTEN:	SOIL AND COMPOST MIX	149602	750.00
01-014149	9 KIDS COMPOST, LLC	I-0724	09	572-0433	PARKS MAINTEN:	SOIL AND COMPOST MIX	149540	750.00
							VENDOR 01-014149 TOTALS	1,500.00
DEPARTMENT 572 GENERAL SERVICES							TOTAL:	2,053.02
VENDOR SET 09 PARKS, REC & BEAUTIF							TOTAL:	2,203.02

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 30 TRANSPORTATION

DEPARTMENT: N/A NON-DEPARTMENTAL

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-020123	TML-INTERGOVERNMENTAL	I-51021	30 1400	PREPAID EXPEN:	TMLIRP WINDSTORM COV	149556	42,061.77
						VENDOR 01-020123 TOTALS	42,061.77
				DEPARTMENT	NON-DEPARTMENTAL	TOTAL:	42,061.77

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 30 TRANSPORTATION

DEPARTMENT: 591 SPI METRO

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L	ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-001006	GREGORY D. ALEXANDER	I-711336	30	591-0420	MOTOR VEHICLE:	SIMONIZE TUFF STUFF	149514	43.68
01-001006	GREGORY D. ALEXANDER	I-711512	30	591-0160	LAUNDRY & JAN:	4BX LATEX DISPOSABLE	149514	111.16
01-001006	GREGORY D. ALEXANDER	I-712159	30	591-0410	MACHINERY & E:	1- SUPER HC IND V BE	149572	11.09
01-001006	GREGORY D. ALEXANDER	I-712281	30	591-0410	MACHINERY & E:	1-SUPER HC IND V BEL	149572	11.09
							VENDOR 01-001006 TOTALS	177.02
01-001123	ADVANCE AUTO PARTS	I-8123	30	591-0420	MOTOR VEHICLE:	1-RADIATOR HOSE UNIT	149515	65.30
							VENDOR 01-001123 TOTALS	65.30
01-004124	D & R GLASS ETC, INC.	I-49439	30	591-0420	MOTOR VEHICLE:	SIDE WINDOW UNIT# 45	149521	156.00
							VENDOR 01-004124 TOTALS	156.00
01-007600	GULF COAST PAPER CO. I	I-2044956	30	591-0160	LAUNDRY & JAN:	2 CS EA. DISF., AIR	149529	246.96
							VENDOR 01-007600 TOTALS	246.96
01-008146	ESMERALDA TORRES	I-20-1	30	591-0411	BUILDING & STRUCTURES		149532	975.00
							VENDOR 01-008146 TOTALS	975.00
01-012071	LAGUNA MADRE WATER DIS	I-050721-02	30	591-0581	WTR/SWR/GARBA:	321 PADRE BLVD MULT	001548	352.44
01-012071	LAGUNA MADRE WATER DIS	I-050721-03	30	591-0581	WTR/SWR/GARBA:	321 PADRE BLVD IRR	001548	600.08
01-012071	LAGUNA MADRE WATER DIS	I-050721-04	30	591-0581	WTR/SWR/GARBA:	321 PADRE BLVD F/L	001548	50.25
							VENDOR 01-012071 TOTALS	1,002.77
01-016313	ARTURO PATINO S.	I-010554	30	591-0420	MOTOR VEHICLE:	WELDING & FABIRCATIO	149604	150.00
							VENDOR 01-016313 TOTALS	150.00
01-019145	TRIPLE THREAT CLEANING	I-10579	30	591-0411	BUILDING & ST:	Window Cleaning	001564	225.00
							VENDOR 01-019145 TOTALS	225.00
01-019182	SMARTCOM TELEPHONE.LLC	I-050121	30	591-0501	COMMUNICATION:	TRANSIT INTERNET	149547	135.10
							VENDOR 01-019182 TOTALS	135.10

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 30 TRANSPORTATION

DEPARTMENT: 591 SPI METRO

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L	ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-020123	TML-INTERGOVERNMENTAL	I-51021	30	591-0520	INSURANCE	: TMLIRP WINDSTORM COV	149556	14,020.59
							VENDOR 01-020123 TOTALS	14,020.59
01-020224	TIME CLOCK PLUS	I-576714	30	591-0501	COMMUNICATION:	TIMECLOCK	149558	2,529.27
							VENDOR 01-020224 TOTALS	2,529.27
01-020235	TEXAS ALCOHOL & DRUG T	I-184101	30	591-0528	LICENSING & T:	RANDOM DRUG/ALCOHOL	001552	225.86
01-020235	TEXAS ALCOHOL & DRUG T	I-184102	30	591-0528	LICENSING & T:	RANDOM DRUG/ALCOHOL	001552	196.36
							VENDOR 01-020235 TOTALS	422.22
01-023900	XEROX CORPORATION	I-013280699	30	591-0410	MACHINERY & E:	PRINTER LEASE, TRAN	149564	139.96
							VENDOR 01-023900 TOTALS	139.96
01-024193	STEVEN CLINT ZARATE	I-2021010	30	591-0420	MOTOR VEHICLE:	MOBILE CAR WASH BUSE	149565	240.00
							VENDOR 01-024193 TOTALS	240.00
							DEPARTMENT 591 SPI METRO TOTAL:	20,485.19
							VENDOR SET 30 TRANSPORTATION TOTAL:	62,546.96

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 50 GENERAL DEBT SERVICE

DEPARTMENT: 567 DEBT SERVICE

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-001991	THE BANK OF NEW YORK M	I-252-2379180	50 567-0623	PAYING AGENT :	PAYING AGENT FEE:	149518	750.00
						VENDOR 01-001991 TOTALS	750.00
						DEPARTMENT 567 DEBT SERVICE	TOTAL: 750.00
						VENDOR SET 50 GENERAL DEBT SERVICE	TOTAL: 750.00

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 57 VENUE TAX CONSTRUCTION

DEPARTMENT: 597 VENUE TAX CONSTRUCTION

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-011149	KIMLEY-HORN & ASSOCIAT	I-069234008-0421	57 597-0530	PROFESSIONAL	: AMENDMENT 19	001561	9,498.87

VENDOR 01-011149 TOTALS 9,498.87

DEPARTMENT 597 VENUE TAX CONSTRUCTION TOTAL: 9,498.87

VENDOR SET 57 VENUE TAX CONSTRUCTION TOTAL: 9,498.87

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 60 BEACH MAINTENANCE FUND

DEPARTMENT: N/A NON-DEPARTMENTAL

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-020123	TML-INTERGOVERNMENTAL	I-51021	60 1400		PREPAID EXPEN: TMLIRP WINDSTORM COV	149556	171.21
						VENDOR 01-020123 TOTALS	171.21
				DEPARTMENT	NON-DEPARTMENTAL	TOTAL:	171.21

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 60 BEACH MAINTENANCE FUND

DEPARTMENT: 522 BEACH PATROL

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-004355	EASY ICE/MISSION RESTA	I-00365823	60 522-0415	SERVICE CONTR:	ICEMACHINE/STORAGE B	149589	179.00
					VENDOR 01-004355	TOTALS	179.00
01-020123	TML-INTERGOVERNMENTAL	I-51021	60 522-0520	INSURANCE	: TMLIRP WINDSTORM COV	149556	57.07
					VENDOR 01-020123	TOTALS	57.07
				DEPARTMENT 522	BEACH PATROL	TOTAL:	236.07

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 60 BEACH MAINTENANCE FUND

DEPARTMENT: 532 ENVIRONMENTAL HEALTH

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-008264	B.D. HOLT	I-1161508-0003	60 532-0510		RENTAL OF EQU: 5/07-06/04/21	149595	1,266.32
						VENDOR 01-008264 TOTALS	1,266.32
						DEPARTMENT 532 ENVIRONMENTAL HEALTH TOTAL:	1,266.32

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 60 BEACH MAINTENANCE FUND

DEPARTMENT: 560 BEACH MAINTENANCE

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-003697	ANRIGE INC.	I-33891.31	60 560-0560	RENTAL	: ADA RR service and r	149585	12,635.00
01-003697	ANRIGE INC.	I-33891.31.149	60 560-0560	RENTAL	: RR Extra Service for	149585	10,640.00
						VENDOR 01-003697 TOTALS	23,275.00
01-003810	LAW OFFICE OF EDMUND K	I-2089	60 560-0530	PROFESSIONAL	: LEGAL SRV. APRIL 202	001547	581.25
01-003810	LAW OFFICE OF EDMUND K	I-2091	60 560-0530	PROFESSIONAL	: LEGAL SERV: APRIL 20	001547	125.25
						VENDOR 01-003810 TOTALS	706.50
01-012091	CINTAS CORP.	I-4083928364	60 560-0130	WEARING APPAR:	UNIFORMS FOR SHORELI	001549	150.35
01-012091	CINTAS CORP.	I-4084579434	60 560-0130	WEARING APPAR:	UNIFORMS FOR SHORELI	001562	150.35
						VENDOR 01-012091 TOTALS	300.70
01-019182	SMARTCOM TELEPHONE.LLC	I-050121	60 560-0190	SOFTWARE	: SHORELINE	149547	135.10
						VENDOR 01-019182 TOTALS	135.10
01-023169	WYLIE & SON, INC.	I-IN28257	60 560-0410	MACHINERY & E:	TR-18 Parts	149625	506.00
						VENDOR 01-023169 TOTALS	506.00
01-023900	XEROX CORPORATION	I-013280699	60 560-0190	SOFTWARE	: PRINTER LEASE, TRAN	149564	93.20
						VENDOR 01-023900 TOTALS	93.20
						DEPARTMENT 560 BEACH MAINTENANCE TOTAL:	25,016.50
						VENDOR SET 60 BEACH MAINTENANCE FUND TOTAL:	26,690.10

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 80 ECONOMIC DEVELOPMENT CORP

DEPARTMENT: 580 EDC

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L	ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-004446	ESTRADA HINOJOSA & CO	I-4766	80	580-0530	PROFESSIONAL	: EDC:CONTINUING DISCL	149590	4,000.00
						VENDOR 01-004446	TOTALS	4,000.00
01-006111	AIM MEDIA TEXAS OPERAT	I-40018939	80	580-0540	ADVERTISING	: EDC:ADVERTISING JOB	149527	1,680.00
						VENDOR 01-006111	TOTALS	1,680.00
01-008090	HANCE SCARBOROUGH, LLP	I-47881	80	580-0534-002	LOBBYIST	: EDC: GOVERNMENT CONS	149530	8,000.00
						VENDOR 01-008090	TOTALS	8,000.00
01-008388	HUMANITY HOSPITALITY L	I-51821	80	580-9178	DESIGNATED PR:	EDC: SAND DOLLARS FO	149534	17,700.00
						VENDOR 01-008388	TOTALS	17,700.00
01-018099	RIO GRANDE VALLEY PART	I-5730	80	580-0551	DUES & MEMBER:	EDC: ANNUAL MEMBERSH	149544	350.00
						VENDOR 01-018099	TOTALS	350.00
							DEPARTMENT 580 EDC	TOTAL: 31,730.00

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 80 ECONOMIC DEVELOPMENT CORP

DEPARTMENT: 583 BNC BUILDING FACILITY

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-019138	SHEPARD, WALTON , KING I-4444		80 583-0520	INSURANCE	: EDC: LIABILITY INSUR	149546	132.30
					VENDOR 01-019138 TOTALS		132.30
01-023168	WRIGHT NATIONAL FLOOD I-4870855		80 583-0520	INSURANCE	: EDC: FLOOD INS. 6801	149560	1,937.00
					VENDOR 01-023168 TOTALS		1,937.00
				DEPARTMENT 583	BNC BUILDING FACILITY	TOTAL:	2,069.30
				VENDOR SET 80	ECONOMIC DEVELOPMENT CORP	TOTAL:	33,799.30

VENDOR SET: 01 City of South Padre Islan

BANK: ALL

FUND : 81 BEACH NOURISHMENT

DEPARTMENT: 581 BEACH RENOURISHMENT

INVOICE DATE RANGE: 1/01/1998 THRU 99/99/9999

PAY DATE RANGE: 5/15/2021 THRU 5/28/2021

BUDGET TO USE: CB-CURRENT BUDGET

VENDOR	NAME	ITEM #	G/L ACCOUNT	NAME	DESCRIPTION	CHECK #	AMOUNT
01-020602	ADRIAN CHARLES HULSE & I-	31348	81 581-0530	PROFESSIONAL	: BUDM Signs	149559	760.00
						VENDOR 01-020602 TOTALS	760.00
01-021217	DEPARTMENT OF THE ARMY I-	51721	81 581-0530	PROFESSIONAL SERVICES		001554	5,000.00
						VENDOR 01-021217 TOTALS	5,000.00
						DEPARTMENT 581 BEACH RENOURISHMENT TOTAL:	5,760.00
						VENDOR SET 81 BEACH NOURISHMENT TOTAL:	5,760.00
						REPORT GRAND TOTAL:	770,399.74

**CITY OF SOUTH PADRE ISLAND  
CITY COUNCIL  
AGENDA REQUEST FORM**

**MEETING DATE:** June 2, 2021

**NAME & TITLE:** Lydia Caballero

**DEPARTMENT:** City Council

**ITEM**

Approve excused absence for Council Member Lydia Caballero from the May 19, 2021 Regular City Council meeting.  
(Caballero)

**ITEM BACKGROUND**

**BUDGET/FINANCIAL SUMMARY**

**COMPREHENSIVE PLAN GOAL**

**LEGAL REVIEW**

Sent to Legal:

Approved by Legal:

**RECOMMENDATIONS/COMMENTS:**

**CITY OF SOUTH PADRE ISLAND  
CITY COUNCIL  
AGENDA REQUEST FORM**

**MEETING DATE:** June 2, 2021

**NAME & TITLE:** Alex Sanchez, Public Works Director

**DEPARTMENT:** Public Works Department

**ITEM**

Discussion and possible action to approve Resolution No. 2021-11 authorizing the City of South Padre Island to submit a grant application for the Rebuilding American Infrastructure with Sustainability and Equity (FY 2021 RAISE) grant program to include a commitment of 20 percent match for Laguna Boulevard. (Sanchez)

**ITEM BACKGROUND**

The FY 2020 RAISE Transportation grant program, previously BUILD Grant, will make awards to surface transportation projects that will significantly impact the country. For this round of RAISE Transportation grant, the maximum grant award is \$25 million. This grant is for capital investments in surface transportation infrastructure and is to be awarded on a competitive basis for projects with significant local or regional impact. Additionally, the Act allows for funding to be awarded for the planning, preparation, or design of eligible projects and up to 20 percent of available funds to be used to pay the subsidy and administrative costs of the project.

The FY 2021 Appropriations Act requires the FY 2021 RAISE Transportation grant funds are available for obligation only through September 30, 2024. All FY 2021 Raise funds must be expended by September 30, 2029. The grant award date is September 30, 2021

Under this grant, the City of South Padre Island is an eligible applicant and is considered a rural area. Per the FY 2021 Appropriations Act, the Federal share of project costs for which an expenditure is made under the RAISE Transportation grant program may not exceed 80 percent for a project in an urban area. The Secretary may increase the Federal share of costs above 80 percent for a project located in a rural area.

Laguna Boulevard is estimated to cost approximately \$4.5 million, including widening with curb and gutter, stormwater drainage improvements, stormwater bio-retention, and landscaping. This amount also encompasses materials testing and construction phase services.

Engineering design and services were done in-house with a minimum savings of approximately \$434,0000.

**BUDGET/FINANCIAL SUMMARY**

Excess Reserves/Loan

**COMPREHENSIVE PLAN GOAL**

Goal 1: The City shall ensure orderly growth, with the anticipated infrastructure and facility needs, in a fiscally responsible manner.

Goal 2: The City shall responsibly increase the capacity of the existing infrastructure while optimizing efficiency and use of resources.

**LEGAL REVIEW**

Sent to Legal: No

Approved by Legal: No

**RECOMMENDATIONS/COMMENTS:**

Recommend approval



**RESOLUTION NO. 2021-XX**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
SOUTH PADRE ISLAND, TEXAS,**

**WHEREAS**, the City of South Padre Island finds it in the best interest of the citizens of South Padre Island to improve and reconstruct Laguna Boulevard and Rebuilding American Infrastructure with Sustainability and Equity (FY 2021 RAISE) grant program be submitted for the 2020 fiscal year; and

**WHEREAS**, the City of South Padre Island agrees to provide applicable matching funds for the said project as required by the grant application; and

**WHEREAS**, the City of South Padre Island authorizes the Public Works Director to submit the RAISE 2021 grant application for the Laguna Boulevard Improvements on behalf of the City.

**NOW, THEREFORE BE IT RESOLVED** by the City Council of the City of South Padre Island, Texas:

**Section 1.** That the City of South Padre Island approves submission of the grant application for the Rebuilding American Infrastructure with Sustainability and Equity (FY 2021 RAISE) grant program to the Office of the Secretary of Transportation.

**PASSED, APPROVED AND ADOPTED** on this the \_\_th day of June, 2021

**CITY OF SOUTH PADRE ISLAND, TEXAS**

\_\_\_\_\_  
Patrick McNulty, Mayor

**ATTEST:**

\_\_\_\_\_  
Angelique Soto, City Secretary

**DEPARTMENT OF TRANSPORTATION**

**Office of the Secretary of Transportation**

**Notice of Funding Opportunity for the Department of Transportation's National Infrastructure Investments (i.e., the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program) under the Consolidated Appropriations Act, 2021**

**AGENCY:** Office of the Secretary of Transportation, DOT

**ACTION:** Notice of Funding Opportunity

**SUMMARY:** The purpose of this notice is to solicit applications for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. Funds for the FY 2021 RAISE grant program are to be awarded on a competitive basis for surface transportation infrastructure projects that will have a significant local or regional impact. This program was formerly known as BUILD Transportation Grants

**DATES:** Applications must be submitted by 5:00 PM Eastern on July 12, 2021.

**ADDRESSES:** Applications must be submitted through [Grants.gov](https://www.grants.gov).

**FOR FURTHER INFORMATION CONTACT:** For further information concerning this notice, please contact the RAISE grant program staff via e-mail at [RAISEgrants@dot.gov](mailto:RAISEgrants@dot.gov), or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will regularly post answers to questions and requests for clarifications as well as information about webinars for further guidance on DOT's website at [www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants).

**SUPPLEMENTARY INFORMATION:** Each section of this notice contains information and instructions relevant to the application process for these RAISE grants, and all applicants should read this notice in its entirety so that they have the information they need to submit eligible and competitive applications.

## **Table of Contents**

- A. Program Description
- B. Federal Award Information
- C. Eligibility Information
- D. Application and Submission Information
- E. Application Review Information
- F. Federal Award Administration Information
- G. Federal Awarding Agency Contacts
- H. Other Information

### **A. Program Description**

#### **1. Overview**

The Consolidated Appropriations Act, 2021 (Pub. L. 116-260, December 27, 2020) (“FY 2021 Appropriations Act”) appropriated \$1 billion to be awarded by the Department of Transportation (“DOT”) for National Infrastructure Investments (now known as Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants.) RAISE Grants are for capital investments in surface transportation that will have a significant local or regional impact. In addition to capital awards, DOT will award no more than \$30 million for eligible planning, preparation or design of projects eligible for RAISE Grants that do not result in construction with FY2021 RAISE funding, of which at least \$10 million will be awarded to projects located in or to directly benefit areas of persistent poverty.

Since this program was created, \$8.9 billion has been awarded for capital investments in surface transportation infrastructure over 12 rounds of competitive grants. Throughout the program, these discretionary grant awards have supported projects that have a significant local or regional impact consistent with DOT's strategic infrastructure goal.<sup>1</sup> FY 2021 RAISE grants continue to align with DOT's infrastructure goal by guiding strategic investments that enable more efficient movement of people and goods. The FY 2021 RAISE round also highlights this Administration's priorities to invest in national infrastructure projects that result in good-paying jobs, improve safety, apply transformative technology, and explicitly address climate change and racial equity.

Section E of this NOFO, which outlines FY 2021 RAISE Grant selection criteria, describes the process for selecting projects that further these goals. 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 DOT's R.O.U.T.E.S. initiative, DOT seeks rural projects that address deteriorating conditions and disproportionately high fatality rates on rural transportation infrastructure. Please visit <https://www.transportation.gov/rural> to learn more about DOT's efforts to address disparities in rural infrastructure.

## **2. Additional Information**

The RAISE grant program is described in the Federal Assistance Listings under the assistance listing program title "National Infrastructure Investments" and assistance listing number 20.933.

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<sup>1</sup> See U.S. Department of Transportation Strategic Plan for FY 2018–2022 (Feb. 2018) at <https://www.transportation.gov/dot-strategic-plan>.

### **3. Changes from the FY 2020 NOFO**

National Infrastructure Investments are now known as Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants, formerly TIGER and BUILD Transportation Grants. This FY 2021 RAISE Notice updates the FY 2020 RAISE NOFO to reflect this Administration's priorities for creating good-paying jobs, improving safety, applying transformative technology, and explicitly addressing climate change and advancing racial equity. Consistent with the FY 2021 Appropriations Act requirement that the Secretary shall consider and award projects based solely on the selection criteria from the FY 2017 Notice of Funding Opportunity, the seven selection criteria remain the same as FY 2017. The primary selection criteria are safety, environmental sustainability, quality of life, economic competitiveness, and state of good repair. The secondary selection criteria are partnership and innovation. The Department revised the descriptions of the criteria to clarify how they align with long-term project outcomes. A summary of these changes is provided below, but applicants should refer to Section E for descriptions of the selection criteria.

Consistent with the environmental sustainability merit criterion, the Department seeks to fund projects under the RAISE Program that considered climate change and environmental justice in the planning stage and were designed with specific elements to address climate change impacts. Projects that incorporate such planning considerations are expected to better address climate change and advance long-term environmental sustainability. Projects should directly support Climate Action Plans or apply environmental justice screening tools in the planning stage. Projects should include components that reduce emissions, promote energy efficiency, increase resiliency, and recycle or redevelop existing infrastructure. This objective is consistent with Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad* (86 FR 7619). As part of the Department's implementation of that Executive Order, the Department seeks to fund

projects that, to the extent possible, target at least 40% of resources and benefits towards low-income communities, disadvantaged communities, communities underserved by affordable transportation, or overburdened<sup>2</sup> communities. Section E describes climate change and environmental justice considerations an applicant can undertake. Projects that have not sufficiently considered climate change and environmental justice in their planning, as determined by the Department, will be required to before receiving funds for construction. See Section F.2 of this NOFO for program requirements.

Consistent with the quality of life and partnership merit criteria, the Department seeks to use the RAISE program to encourage racial equity in two areas: (1) incorporating planning and adopting policies related to racial equity and reducing barriers to opportunity; and (2) investing in projects that either proactively address racial equity and barriers to opportunity, including automobile dependence as a form of barrier, or redress prior inequities and barriers to opportunity. This objective supports the Department's strategic goal related to infrastructure, with the potential for significantly enhancing environmental stewardship and community partnerships, and reflects Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government* (86 FR 7009). Section E describes racial equity considerations that an applicant can undertake to address these criteria. Projects that have not sufficiently considered racial equity in their planning, as determined by the Department, will be required to before receiving funds for construction. See Section F.4 of this NOFO for program requirements.

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<sup>2</sup> Overburdened Community: Minority, low-income, tribal, or indigenous populations or geographic locations in the United States that potentially experience disproportionate environmental harms and risks. This disproportionality can be as a result of greater vulnerability to environmental hazards, lack of opportunity for public participation, or other factors. Increased vulnerability may be attributable to an accumulation of negative or lack of positive environmental, health, economic, or social conditions within these populations or places. The term describes situations where multiple factors, including both environmental and socio-economic stressors, may act cumulatively to affect health and the environment and contribute to persistent environmental health disparities.

The FY 2021 Appropriations Act allows for up to \$30 million to be awarded for the planning, preparation or design of projects eligible for RAISE Grants, of which at least \$10 million will be awarded to projects located in or to directly benefit areas of persistent poverty planning projects. Areas of persistent poverty are defined in Section C.3.iii.

The Department published a FY 2021 RAISE NOFO on January 19, 2021 and withdrew that NOFO on January 22, 2021. This notice supersedes the withdrawn NOFO. Unless repeated here, the content of the withdrawn NOFO is ineffective.

Applicants who are planning to re-apply using materials prepared for prior competitions should ensure that their FY 2021 application fully addresses the criteria and considerations described in this Notice and that all relevant information is up to date.

## **B. Federal Award Information**

### **1. Amount Available**

The FY 2021 Appropriations Act appropriated \$1 billion to be awarded by DOT for the RAISE grant program. FY 2021 RAISE grants are for capital investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. DOT will award no more than \$30 million (of the \$1 billion) for the planning, preparation or design of eligible projects, of which at least \$10 million will be awarded to projects located in or to directly benefit areas of persistent poverty (as defined in Section C.3.iii.). DOT refers to awards for the planning, preparation or design of eligible projects as RAISE planning grants. The FY 2021 Appropriations Act also allows DOT to retain up to \$20 million of the \$1 billion for award, oversight and administration of grants and credit assistance made under the program. In addition to the FY 2021 RAISE funds, unobligated program funds may be made available from prior rounds and awarded under this solicitation to projects that can be obligated before the obligation deadline associated with the respective prior

year funds. The Department expects not more than \$30 million of prior year funds may be awarded. If this solicitation does not result in the award and obligation of all available funds, DOT may publish additional solicitations.

The FY 2021 Appropriations Act allows up to 20 percent of available funds (or \$200 million) to be used by DOT to pay the subsidy and administrative costs of a project receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) or Railroad Rehabilitation and Improvement Financing (RRIF) programs, if that use of the FY 2021 RAISE funds would further the purposes of the RAISE grant program.

## **2. Award Size**

The FY 2021 Appropriations Act specifies that RAISE grants may not be less than \$5 million, except that for projects located in rural areas (as defined in Section C.3.ii) the minimum award size is \$1 million. Grants may not be greater than \$25 million. There is no minimum award size for RAISE planning grants, regardless of location. Applicants are strongly encouraged to submit applications only for eligible award amounts.

## **3. Restrictions on Funding**

Pursuant to the FY 2021 Appropriations Act, no more than 10 percent of the funds made available for RAISE grants (or \$100 million) may be awarded to projects in a single State. The Act also directs that not more than 50 percent of the funds provided for RAISE grants (or \$500 million) shall be awarded to rural projects (as defined in section C.3.ii) and directs that not more than 50 percent of the funds provided for RAISE grants (or \$500 million) shall be awarded to urban projects (as defined in section C.3.ii). Further, DOT must take measures to ensure an equitable geographic distribution of grant funds, an appropriate balance in addressing the needs of urban and rural areas including in tribal areas, and investment in a variety of transportation modes.

#### **4. Availability of Funds**

The FY 2021 Appropriations Act requires that FY 2021 RAISE grants funds are available for obligation only through September 30, 2024. Obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements. Unless authorized by DOT in writing after DOT's announcement of FY 2021 RAISE awards, any costs incurred prior to DOT's obligation of funds for a project ("pre-award costs") are ineligible for reimbursement.<sup>3</sup> All FY 2021 RAISE funds must be expended (the grant obligation must be liquidated or actually paid out to the grant recipient) by September 30, 2029. After this date, unliquidated funds are no longer available to the project. As part of the review and selection process described in Section E.2., DOT will consider a project's likelihood of being ready to proceed with an obligation of RAISE grant funds within the statutory timeline. No waiver is possible for these deadlines.

#### **5. Previous BUILD/TIGER Awards**

Recipients of BUILD/TIGER grants may apply for funding to support additional phases of a project previously awarded funds in the BUILD/TIGER program. However, to be competitive, the applicant should demonstrate the extent to which the previously funded project phase has met estimated project schedules and budget, as well as the ability to realize the benefits expected for the project. A previous BUILD/TIGER award, or application, does not affect competitiveness under the FY 2021 RAISE competition.

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<sup>3</sup> Pre-award costs are only costs incurred directly pursuant to the negotiation and anticipation of the RAISE award where such costs are necessary for efficient and timely performance of the scope of work, as determined by DOT. Costs incurred under an advance construction (23 U.S.C. 115) authorization before the DOT announces that a project is selected for a FY 2021 RAISE award cannot be charged to FY 2021 RAISE funds.

Likewise, costs incurred under an FTA Letter of No Prejudice under Chapter 53 of title 49 U.S.C. before the DOT announces that a project is selected for a FY 2021 RAISE award cannot be charged to FY 2021 RAISE funds.

## **C. Eligibility Information**

To be selected for a RAISE grant, an applicant must be an Eligible Applicant and the project must be an Eligible Project.

### **1. Eligible Applicants**

Eligible Applicants for RAISE grants are State, local, Tribal, and U.S. territories' governments, including transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.

Multiple States or jurisdictions may submit a joint application and should identify a lead applicant as the primary point of contact and also identify the primary recipient of the award. Joint applications should include a description of the roles and responsibilities of each applicant.

DOT expects that the eligible applicant that submits the application will administer and deliver the project. If the applicant seeks a transfer of the award to another agency, a letter of support from the designated entity must be included in the application.

### **2. Cost Sharing or Matching**

Per the FY 2021 Appropriations Act, the Federal share of project costs for which an expenditure is made under the RAISE grant program may not exceed 80 percent for a project located in an urban area.<sup>4</sup> The Secretary may increase the Federal share of costs above 80 percent for projects located in rural areas and for planning projects located in areas of persistent poverty. Urban area and rural area are defined in Section C.3.ii of this notice. Areas of persistent poverty are defined in Section C.3.iii. DOT shall give priority to projects that require a contribution of Federal funds to complete an overall financing package.

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<sup>4</sup> To meet match requirements, the minimum total project cost for a project located in an urban area must be \$6.25 million.

Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, or private funds. Toll credits under 23 U.S.C. 120(i) are considered a Federal source under the RAISE program and, therefore, cannot be used to satisfy the statutory cost sharing requirement of a RAISE award. Unless otherwise authorized by statute, non-Federal cost-share may not be counted as the non-Federal share for both the RAISE grant and another Federal grant program. DOT will not consider previously incurred costs or previously expended or encumbered funds towards the matching requirement for any project. Matching funds are subject to the same Federal requirements described in Section F.2. as awarded funds. If repaid from non-Federal sources, Federal credit assistance is considered non-Federal share.

See Section D.2.iii for information about documenting cost sharing in the application.

For each project that receives a RAISE grant award, the terms of the award will require the recipient to complete the project using at least the level of non-Federal funding that was specified in the application. If the actual costs of the project are greater than the costs estimated in the application, the recipient will be responsible for increasing the non-Federal contribution. If the actual costs of the project are less than the costs estimated in the application, DOT will generally reduce the Federal contribution.

### **3. Other**

#### **i. Eligible Projects**

##### **(a) Capital Projects**

Eligible projects for RAISE grants are surface transportation capital projects within the United States or any territory or possession of the United States that include, but are not limited to: (1) highway, bridge, or other road projects eligible under title 23, United States Code; (2) public transportation projects eligible under chapter 53 of title 49, United States Code; (3)

passenger and freight rail transportation projects; (4) port infrastructure investments (including inland port infrastructure and land ports of entry); (5) intermodal projects; and (6) projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government.<sup>5</sup>

Other than projects described in this section, improvements to Federally owned facilities are ineligible under the FY 2021 RAISE program. Research, demonstration, or pilot projects are eligible only if they will result in long-term, permanent surface transportation infrastructure that has independent utility as defined in Section C.3.iv.

#### (b) Planning Projects

Activities eligible for funding under RAISE planning grants are related to the planning, preparation, or design— for example environmental analysis, feasibility studies, and other pre-construction activities—of eligible surface transportation capital projects described in Section C.3.i.(a).

In addition, eligible activities related to multidisciplinary projects or regional planning may include: (1) Development of master plans, comprehensive plans, or corridor plans; (2) Planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas and with passenger and non-motorized traffic; (3) Development of port and regional port planning grants, including State-wide or multi-port planning within a single jurisdiction or region; (4) Risk assessments and planning to identify vulnerabilities and address the transportation system’s ability to withstand probable occurrence or recurrence of an emergency or major disaster.

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<sup>5</sup> Please note that DOT may award a RAISE grant to pay for the surface transportation components of a broader project that has non-surface transportation components, and applicants are encouraged to apply for RAISE grants to pay for the surface transportation components of these projects.

ii. Rural/Urban Definition

For purposes of this notice, a project is designated as urban if it is located within (or on the boundary of) a Census-designated urbanized area<sup>6</sup> that had a population greater than 200,000 in the 2010 Census.<sup>7</sup> If a project is located outside a Census-designated urbanized area with a population greater than 200,000, it is designated as a rural project. Rural and urban definitions differ in some other DOT programs, including TIFIA.

A project located in both an urban and a rural area will be designated as *urban* if the majority of the project's costs will be spent in urban areas. Conversely, a project located in both an urban area and a rural area will be designated as *rural* if the majority of the project's costs will be spent in rural areas. For RAISE planning grants, the location of the project being planned, prepared, or designed will be used for the urban or rural designation.

This definition affects four aspects of the program: (1) not more than \$500 million of the funds provided for RAISE grants are to be used for projects in rural areas; (2) not more than \$500 million of the funds provided for RAISE grants are to be used for projects in urban areas; (3) for a project in a rural area the minimum award is \$1 million; and (4) the Secretary may increase the Federal share above 80 percent to pay for the costs of a project in a rural area.

iii. Areas of Persistent Poverty

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 December 27, 2020, as measured by the 1990 and 2000<sup>8</sup> decennial census and the most recent

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<sup>6</sup> Lists of UAs as defined by the Census Bureau are available on the Census Bureau website at <https://www.census.gov/geographies/reference-maps/2010/geo/2010-census-urban-areas.html>.

<sup>7</sup> See [www.transportation.gov/RAISEBUILDgrants](http://www.transportation.gov/RAISEBUILDgrants) for a list of UAs.

<sup>8</sup> See <https://www.census.gov/data/tables/time-series/dec/census-poverty.html> for county dataset.

annual Small Area Income Poverty Estimates as estimated by the Bureau of the census<sup>9</sup>; (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<sup>10</sup>; 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 2019 Small Area Income Poverty Estimates. DOT will list all counties and census tracts that meet this definition for Areas of Persistent Poverty on the RAISE website at <https://www.transportation.gov/RAISEgrants>.

The FY 2021 definition for Area of Persistent Poverty may differ from other DOT programs, including the FY 2020 FTA Hope Discretionary Grant program.

This definition for Areas of Persistent Poverty affects two aspects of the program: (1) there is no minimum grant size for a planning projects that are located in or are to directly benefit an area of persistent poverty, and (2) the Secretary may increase the Federal share above 80 percent to pay for the costs of a planning project that is located in or is to directly benefit an area of persistent poverty.

The Department will only consider direct benefits to Areas of Persistent Poverty that are clearly and explicitly described in the application narrative. Unless the application addresses the direct benefits to an Areas of Persistent Poverty consistent with the definition in this section, the Department will not assume the project benefits an Area of Persistent Poverty.

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<sup>9</sup> See <https://www.census.gov/data/datasets/2019/demo/saibe/2019-state-and-county.html> for December 2019 Small Area Income Poverty Dataset

<sup>10</sup> 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

iv. Project Components

An application may describe a project that contains more than one component, and may describe components that may be carried out by parties other than the applicant. DOT expects, and will impose requirements on fund recipients to ensure, that all components included in an application will be delivered as part of the RAISE project, regardless of whether a component includes Federal funding. The status of each component should be clearly described (for example, in the project schedule). DOT 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](#); (2) independently aligns well with the selection criteria specified in Section E.1; and (3) meets National Environmental Policy Act (NEPA) requirements with respect to independent utility. Independent utility means that the component will represent a transportation improvement that is usable and represents a reasonable expenditure of DOT 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. All project components that are presented together in a single application must demonstrate a relationship or connection between them. (See Section D.2. for Required Approvals).

Applicants should be aware that, depending upon the relationship between project components and applicable Federal law, DOT funding of only some project components may make other project components subject to Federal requirements as described in Section F.2.

DOT strongly encourages applicants to identify in their applications the project components that have independent utility and separately detail costs and requested RAISE grant funding for those components. 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.

v. Application Limit

Each lead applicant may submit no more than three applications. Unrelated project components should not be bundled in a single application for the purpose of adhering to the limit. If a lead applicant submits more than three applications as the lead applicant, only the first three received will be considered.

**D. Application and Submission Information**

**1. Address to Request Application Package**

Instructions for submitting applications can be found at [www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants) along with specific instructions for the forms and attachments required for submission.

**2. Content and Form of Application Submission**

The application must include the Standard Form 424 (Application for Federal Assistance), cover page, and the Project Narrative. Applicants are encouraged to also complete SF-424C and attach to their application the “RAISE 2021 Project Information” form available at [www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants).

DOT 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.2.i
II. Project Location	See D.2.ii
III. Grant Funds, Sources and Uses of all Project Funding	See D.2.iii
IV. Selection Criteria	See D.2. iv. and E.1
V. Environmental Risk Review	See D.2. v. and E.1.ii
VI. Benefit Cost Analysis	See D.2.vi. and E.1. iii.

The project narrative should include the information necessary for DOT to determine that the project satisfies project requirements described in Sections B and C and to assess the selection criteria specified in Section E.1. To the extent practicable, applicants should provide supporting data and documentation in a form that is directly verifiable by DOT. DOT expects applications to be complete upon submission. DOT may ask any applicant to supplement data in its application but is not required to do so. Lack of supporting information provided with the application negatively affects competitiveness of the application, as described in Section E.2.

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. DOT recommends that the project narrative be prepared with standard formatting preferences (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 30 pages in length, excluding cover pages and table of contents. The only substantive portions that may exceed the 30-page limit are documents supporting assertions or conclusions made in the 30-page project narrative, but evaluators are not required to review supporting documents as part of the merit review described in Section E. 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 reference these in the respective section of the project narrative. DOT recommends using appropriately descriptive file names (e.g., “Project Narrative,” “Maps,” “Memoranda of Understanding and Letters of Support,”) for all attachments. DOT recommends applications include the following sections:

- i. Project Description

The first section of the application should provide a 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 completed components. The applicant may use this section to place the project into a broader context of other transportation infrastructure investments being pursued by the project sponsor. Applicants may also 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.

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 description of connections to existing transportation infrastructure. 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; and

(b) the Census-designated urbanized area in which the project is located, if relevant.

If the project is not located in an Area of Persistent Poverty but is a project to directly benefit such an area, the application should clearly and explicitly describe those benefits and the affected county or census tract(s). For a project to directly benefit an Area of Persistent Poverty, measurable and non-trivial outcomes, consistent with the selection criteria describe in Section E of this NOFO, must be located in that Area of Persistent Poverty.

iii. Grant Funds, Sources and Uses of Project Funds

This section of the application should describe the budget for the RAISE project (i.e. the project scope that includes RAISE funding). This budget should **not** include any previously incurred expenses. The budget should show how each source of funds will be spent. The budget should also show how each funding source will share in each major construction activity, and present that data in dollars and percentages. If applicable, the budget should identify Federal funds that have been previously authorized by a Federal agency. Funding sources should be

grouped into three categories: non-Federal, RAISE, and other Federal. If the project contains individual 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 clearly identify any expenses expected to be incurred between time of award and obligation because these expenses are not eligible for reimbursement, as described in Section B.4, or for cost sharing, as described in Section C.2. The budget details should sufficiently demonstrate that the project satisfies the statutory cost-sharing requirements described in Section C.2. At a minimum, it should include:

- (a) Costs for the FY2021 RAISE project;
- (b) For all funds to be used for eligible project costs, the source and amount of those funds;
- (c) For non-Federal funds to be used for eligible project costs, documentation of funding commitments. Documentation should also be included as an appendix to the application. If the applicant is not a State DOT and matching contributions from a State DOT are included as non-Federal match, a supporting letter from the State indicating the source of the funds; and
- (d) For Federal funds to be used for eligible project costs, the amount, nature, and source of any required non-Federal match for those funds.

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 particular 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 particular source of funds is available for expenditure only during a fixed time period, the application should describe that restriction. Complete information about project funds will ensure that DOT's

expectations for award execution align with any funding restrictions unrelated to DOT, even if an award differs from the applicant's request.

iv. Selection Criteria

This section of the application should demonstrate how the project aligns with the criteria described in Section E.1 of this notice. DOT encourages applicants to either address each criterion or expressly state that the project does not address the criterion. Applicants are not required to follow a specific format, but the outline suggested addresses each criterion separately and promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, DOT encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application. The guidance in this section is about how the applicant should organize their application. Guidance describing how DOT will evaluate projects against the Selection Criteria is in Section E.1 of this notice. Applicants also should review that section before considering how to organize their application.

(1) Primary Selection Criteria

(a) Safety

This section of the application should describe the anticipated outcomes of the project that support the Safety criterion (described in Section E.1.i.(a) of this notice). The applicant should include information on, and to the extent possible, quantify, how the project would improve safety outcomes within the project area or wider transportation network, to include how the project will reduce the number, rate, and consequences of transportation-related accidents, serious injuries, and fatalities. The application should provide evidence to support the claimed level of effectiveness of the project in reducing accidents, serious injuries, and/or fatalities. If applicable, the applicant should also include information on how the project will improve safety

at highway-rail grade crossings and/or contribute to preventing unintended releases of hazardous materials.

#### (b) Environmental Sustainability

This section of the application should describe how the project addresses the environmental sustainability criterion (described in Section E.1.i.(b) of this notice). Applicants are encouraged to provide information demonstrating that they have considered climate change and environmental justice in the planning stage, in addition to a description of specific project elements that address climate change impacts. Applicants are encouraged to include information demonstrating how the project will reduce emissions, promote energy efficiency, incorporate electrification or zero emission vehicle infrastructure, increase resiliency, improve stormwater management, and recycle or redevelop existing infrastructure. Additional information for how this criterion will be evaluated is in Section E.1.i. of this notice.

#### (c) Quality of Life

This section should describe how the project increases or improves transportation choices for individuals, expands access to essential services, improves connectivity for citizens to jobs, health care, and other critical destinations; proactively addresses racial equity and barriers to opportunity; or otherwise addresses the quality of life criterion (described in Section E.1.i.(c) of this notice).

#### (d) Economic Competitiveness

This section of the application should describe how the project will support the Economic Competitiveness criterion (described in Section E.1.i.(d) of this notice). The applicant should include information about expected impacts of the project on the movement of goods and people, including how the project increases the efficiency of movement and thereby reduces costs of doing business, improves local and regional freight connectivity to the national and global

economy, reduces burdens of commuting, and improves overall well-being. Applicants could also describe whether project delivery and implementation provides opportunities for workers to find good-paying jobs directly related to the project, including opportunities through unions, project labor agreements<sup>11</sup>, local hiring provisions, or other targeted preferential hiring provisions<sup>12</sup> The applicant should describe the extent to which the project contributes to the functioning and growth of the economy, including the extent to which the project addresses congestion or freight connectivity, bridges service gaps in rural areas, or promotes the expansion of private economic development.

(e) State of Good Repair

This section of the application should describe how the project will contribute to a state of good repair by improving the condition or resilience of existing transportation facilities and systems (described in Section E.1.i.(e) of this notice), including the project's current condition, how the proposed project will improve it, and any estimates of impacts on long-term cost structures or overall life-cycle costs.

(2) Secondary Selection Criteria

(a) Partnership

This section of the application should include information to assess the partnership criterion (described in Section E.1.ii.(a) of this notice) including a list of all project parties and details about the proposed grant recipient and other public and private parties who are involved in delivering the project. This section should also describe efforts to collaborate among stakeholders, including with the private sector.

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<sup>11</sup> Project labor agreement must be consistent with Executive Order 13502.

<sup>12</sup> Preferential hiring provisions must be authorized and comply with Sec. 199B of the FY2021 Appropriations Act.

Applications for projects involving other Federal agencies, or requiring action from other Federal agencies, should demonstrate commitment and involvement of those agencies. For example, relevant port projects should demonstrate alignment with U.S. Army Corps of Engineers investment strategies.

(b) Innovation

This section of the application should describe innovative strategies used and the anticipated benefits of using those strategies, including those corresponding to three categories (described in Section E.1.ii.(b) of this notice): (i) Innovative Technologies, (ii) Innovative Project Delivery, or (iii) Innovative Financing.

(i) Innovative Technologies

If an applicant is proposing to adopt innovative technology, the application should demonstrate the applicant's capacity to implement those innovations, the applicant's understanding of applicable Federal requirements and whether the innovations may require extraordinary permitting, approvals, exemptions, waivers, or other procedural actions, and the effects of those innovations on the project delivery timeline.

If an applicant is proposing to deploy autonomous vehicles or other innovative motor vehicle technology, the application should demonstrate that all vehicles will comply with applicable safety requirements, including those administered by the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA). Specifically, the application should show that vehicles acquired for the proposed project will comply with applicable Federal Motor Vehicle Safety Standards (FMVSS) and Federal Motor Carrier Safety Regulations (FMCSR). If the vehicles may not comply, the application should either (1) show that the vehicles and their proposed operations are within the scope of an exemption or waiver that has already been granted by NHTSA, FMCSA, or both agencies or (2)

directly address whether the project will require exemptions or waivers from the FMVSS, FMCSR, or any other regulation and, if the project will require exemptions or waivers, present a plan for obtaining them.

(ii) Innovative Project Delivery

If an applicant plans to use innovative approaches to project delivery or is located in a State with NEPA delegation authority, applicants should describe those project delivery methods and how they are expected to improve the efficiency of the project development or expedite project delivery.

(iii) Innovative Financing

If an applicant plans to incorporate innovative funding or financing, the applicant should describe the funding or financing approach, including a description of all activities undertaken to pursue private funding or financing for the project and the outcomes of those activities.

v. Environmental Risk

This section of the application should include sufficient information for DOT to evaluate whether the project is reasonably expected to begin construction in a timely manner. To assist DOT's project environmental risk review, the applicant should provide the information requested on project schedule, required approvals and permits, NEPA, risk and mitigation strategies, 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 environmental risk, promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, DOT 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 DOT will evaluate environmental risk is described in Section E.1.ii of this notice. Applicants should review that section when considering how to organize their application.

(a) 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 (e.g., 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; 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:

- (1.) all necessary activities will be complete to allow RAISE grant funds to be obligated sufficiently in advance of the statutory deadline (June 30, 2024<sup>13</sup>), and that any unexpected delays will not put the funds at risk of expiring before they are obligated;
- (2.) the project can begin construction upon obligation of grant funds and that those funds will be spent expeditiously once construction starts, with all funds expended by September 30, 2029; and

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<sup>13</sup> The statutory obligation deadline is September 30, 2024. The Department assesses risk against an earlier deadline of June 30, 2024 to allow time to complete administrative processing and address challenges before the statutory deadline.

(3.) 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 right-of-way acquisition is necessary.

(b) Required Approvals

1. Environmental Permits and Reviews. The application should demonstrate receipt (or reasonably 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:

- i. Information about the NEPA status of the project. 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 type of NEPA review underway, where the project is in the process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the last agency action with respect to NEPA documents occurred more than three years before the application date, the applicant should describe why the project has been delayed and include a proposed approach for verifying and, if necessary, updating this material in accordance with applicable NEPA requirements.

- ii.** Information on reviews, approvals, and permits by other agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies,<sup>14</sup> 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.
  - iii.** Environmental studies or other documents, preferably through a website link, that describe in detail known project impacts, and possible mitigation for those impacts.
  - iv.** A description of discussions with the appropriate DOT operating administration field or headquarters office regarding the project's compliance with NEPA and other applicable Federal environmental reviews and approvals.
  - v.** A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design.
- 2. State and Local Approvals.** The applicant should demonstrate 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

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<sup>14</sup> 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.

funding. For projects acquiring State DOT-owned right of way, applicants should demonstrate they have coordinated the project with the State DOT or transportation facility owner. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support.

3. Federal Transportation Requirements Affecting State and Local Planning. The planning requirements applicable to the relevant operating administration apply to all RAISE grant projects<sup>15</sup>, including intermodal projects located at airport facilities<sup>16</sup>. Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning 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

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<sup>15</sup> Under 23 U.S.C. 134 and 135, all projects requiring an action by 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 RAISE grant until it is included in such plans. Plans that do not currently include the awarded RAISE project can be amended by the State and 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 RAISE 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, or in a State Freight Plan as described in the FAST Act. 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 49 U.S.C. 70202 prior to the start of construction. Port planning guidelines are available at [StrongPorts.gov](http://StrongPorts.gov).

<sup>16</sup> Projects at grant obligated airports must be compatible with the FAA-approved Airport Layout Plan, 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.

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), if these exist. Applicants should provide links or other documentation supporting this consideration. Because projects have different schedules, the construction start date for each RAISE grant must be specified in the project-specific agreements signed by relevant operating administration and the grant recipients, based on critical path items that applicants identify in the application and will be consistent with relevant State and local plans.

(c) Assessment of Project Risks and Mitigation Strategies

Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match, unavailability of vehicles that either comply with Federal Motor Vehicle Safety Standards or are exempt from Federal Motor Vehicle Safety Standards in a manner that allows for their legal acquisition and deployment, unavailability of domestically manufactured equipment, 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.

If an applicant anticipates pursuing a waiver for relevant domestic preference laws, the applicant should describe steps that have been or will be taken to

maximize the use of domestic goods, products, and materials in constructing its project.

To the extent the applicant is unfamiliar with the Federal program, the applicant should contact the appropriate DOT operating administration field or headquarters offices, as found in contact information at [www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants), for information on the pre-requisite steps to obligate Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

RAISE planning grant applicants should describe their capacity to successfully implement the proposed activities in a timely manner.

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 results of the analysis should be summarized in the Project Narrative directly, as described in Section D.2.

The appendix 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 (i.e., the discount rate net of the inflation rate) of 7 percent per year to the project's streams of benefits and costs. The purpose of the BCA is to enable DOT to evaluate the project's cost-effectiveness by estimating a benefit-cost ratio for the project.

The primary economic benefits from projects eligible for RAISE grants are likely to include savings in travel time costs, vehicle or terminal operating costs, and safety costs for both existing users of the improved facility and new users who may be attracted to it as a result of the project. Reduced damages from vehicle emissions and savings in maintenance costs to public

agencies may also be quantified. Applicants may describe other categories of benefits in the BCA that are more difficult to quantify and value in economic terms, such as improving the reliability of travel times or improvements to the existing human and natural environments (such as increased connectivity, improved public health, storm water runoff mitigation, and noise reduction), while also providing numerical estimates of the magnitude and timing of each of these additional impacts wherever possible. Any benefits claimed for the project, both quantified and unquantified, should be clearly tied to the expected outcomes of the project.

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 consider the present discounted value of any remaining service life of the asset at the end of the analysis period. The costs and benefits that are compared in the BCA should also cover the same project scope.

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. Applicants should 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 DOT evaluators. Detailed guidance for estimating some types of quantitative benefits and costs, together with recommended economic values for converting them to dollar terms and discounting to their present values, are available in DOT's guidance for conducting BCAs for projects seeking funding under the RAISE grant program (see [www.transportation.gov/RAISEgrants/additional-guidance](http://www.transportation.gov/RAISEgrants/additional-guidance)).

### **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. DOT may not make a RAISE 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 DOT is ready to make a RAISE grant, DOT may determine that the applicant is not qualified to receive a RAISE grant and use that determination as a basis for making a RAISE grant to another applicant.

### **4. Submission Dates and Times**

Applications must be submitted by 5:00 PM Eastern on July 12, 2021. To submit an application through Grants.gov, applicants must:

- (1) Obtain a Data Universal Numbering System (DUNS) number;
- (2) Register with the System for Award Management (SAM) at [www.SAM.gov](http://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 respond to the registration email from Grants.gov and login at Grants.gov to authorize the applicant as the Authorized Organization Representative (AOR). Please note that there can be more than one AOR for an organization.

Please note that the Grants.gov registration process usually takes 2-4 weeks to complete and that DOT 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, Monday-Friday from 7:00 a.m. to 9:00 p.m. EST.

## **5. Other Submission Requirements**

### **(a) Submission Location**

Applications must be submitted to Grants.gov.

### **(b) Consideration of Applications:**

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

### **(c) Late Applications**

Applicants experiencing technical issues with Grants.gov that are beyond the applicant's control must contact [RAISEgrants@dot.gov](mailto:RAISEgrants@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 DUNS number associated with the application; and

(6) The Grants.gov Help Desk Tracking Number.

To ensure a fair competition of limited discretionary 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 instructions in this notice of funding opportunity; and (4) technical issues experienced with the applicant's computer or information technology environment. After DOT reviews all information submitted and contact the Grants.gov Help Desk to validate reported technical issues, DOT 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.

(d) Compliance with Section 508 of the Rehabilitation Act of 1973

The Department encourages applicants to submit documents that are compliant with Section 508 of the Rehabilitation Act of 1973. Section 508 guidelines are available at <https://www.access-board.gov/ict/>.

**E. Application Review Information**

**1. Criteria**

(a) Capital Projects

This section specifies the criteria that DOT will use to evaluate and award applications for RAISE grants. The criteria incorporate the statutory eligibility requirements for this program, which are specified in this notice as relevant. For each proposed project, DOT will review the potential long-term benefits for the primary and secondary merit criteria described in this section. DOT does not consider any primary merit criterion more important than the others. Applications that do not demonstrate the project will, more likely than not generate benefits in one or more merit criteria for at least the useful life of the project; demonstrate moderate local or regional

impact; and contain sufficient information to assess the projects benefits will not proceed in the evaluation process. In evaluating the primary and secondary merit criteria, DOT will review the project's local or regional impact as well as the content and credibility of information used to explain project benefits. As described in section E.2, projects that address primary merit criteria will be more competitive than projects that only address secondary merit criteria.

i. Primary Merit Criteria

(a) Safety

DOT will assess the project's ability to foster a safe transportation system for the movement of goods and people, consistent with the Department's strategic goal to reduce transportation-related fatalities and serious injuries across the transportation system. DOT will consider the project's estimated impacts on the number, rate, and consequences of crashes, fatalities and injuries among transportation users; the degree to which the project addresses vulnerable roadway users, the degree to which the project addresses inequities in crash victims, the extent to which the project improves safety at highway/rail grade crossings; the project's incorporation of roadway design and technology that is proven to improve safety; or the project's contribution to preventing unintended releases of hazardous materials.

(b) Environmental Sustainability

DOT 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. DOT will evaluate the degree to which the project is expected to reduce emissions, promote energy efficiency, support fiscally responsible land use and transportation efficient design, incorporates electrification or zero emission vehicle infrastructure, increases resiliency, reduces pollution, and recycles or redevelops brownfield sites, particularly communities that disproportionately

experience climate-change-related consequences. DOT will assess whether the project has addressed environmental sustainability, including but not limited to the following examples:

(1) A Local/Regional/State Climate Action Plan which results in lower greenhouse gas emissions has been prepared and the project directly supports that Climate Action Plan;

(2) A Local/Regional/State Equitable Development Plan has been prepared and the project directly supports that Equitable Development Plan;

(3) 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/>); or

(4) A Local/Regional/State Energy Baseline Study has been prepared and the project directly supports that study;

(5) The project supports a modal shift in freight or passenger movement to reduce emissions, or reduce induced travel demand. The project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions;

(6) The project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both;

(7) The project supports the installation of electric vehicle charging stations;

(8) The project promotes energy efficiency;

(9) The project serves the renewable energy supply chain;

(10) The project improves disaster preparedness and resiliency;

(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;

(14) The project proposes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both.

(c) Quality of Life

DOT will consider the extent to which the project: (i) increases transportation choices and equity for individuals; (ii) expands access to essential services for communities across the United States, particularly for underserved or disadvantaged communities; (iii) improves connectivity for citizens to jobs, health care, and other critical destinations, or (iv) proactively addresses racial equity<sup>17</sup> and barriers to opportunity, through the planning process or through incorporation of design elements. DOT will assess whether the project addresses quality of life, including but not limited to the following examples:

(1) A racial 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 racial equity in the overall project delivery and implementation.

(3) The project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity

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<sup>17</sup> Definitions for “racial 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).

or that proactively create new connections and opportunities for underserved communities that are underserved by transportation;

(4) The project includes new or improved walking, biking, and rolling access for the disabled, especially access that reverses the disproportional impacts of crashes on people of color, and mitigate neighborhood bifurcation; or

(5) The project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities.

(d) Economic Competitiveness

DOT will assess the degree to which the project will (1) decrease transportation costs and improve access, through reliable and timely access, to employment centers and job opportunities;

(2) improve long-term efficiency or reliability, or reduce costs in the movement of workers or

goods; (3) 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; (4) result in long-term job creation by supporting good-paying jobs

directly related to the project with the choice of a union, and supporting American industry

through compliance with domestic preference laws, the use of project labor agreements, local

hiring provisions, or other targeted preferential hiring requirements; or (5) 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.

This criterion is consistent with DOT's strategic objective to promote investments that bring lasting economic benefit to the Nation.

Projects that bridge gaps in service in rural areas and projects that attract private economic development both support local or regional economic competitiveness.

(e) State of Good Repair

- ii. Consistent with the Department’s strategic objective to maintain and upgrade existing transportation systems, DOT will assess whether and to what extent:
- (1) the project is consistent with relevant plans to maintain transportation facilities or systems in a state of good repair and address current and projected vulnerabilities;
  - (2) if left unimproved, the poor condition of the asset will threaten future transportation network efficiency, mobility of goods or accessibility and mobility of people, or economic growth;
  - (3) the project is appropriately capitalized, including whether project sponsor has conducted scenario planning and/or fiscal impact analysis to understand the future impact on public finances;
  - (4) a sustainable source of revenue is available for operations and maintenance of the project and the project will reduce overall life-cycle costs;
  - (5) the project will maintain or improve transportation infrastructure that supports border security functions; and
  - (6) the project includes a plan to maintain the transportation infrastructure in a state of good repair.
- DOT will prioritize projects that ensure the good condition of transportation infrastructure, including rural transportation infrastructure, that support commerce and economic growth. Secondary Merit Criteria

(a) Partnership

DOT will consider the extent to which projects demonstrate strong collaboration among a broad range of stakeholders. Projects with strong partnership typically involve multiple partners in project development and funding, such as State and local governments, other public entities, and private or nonprofit entities, particularly minority business enterprises. DOT will consider applicants that partner with State, local, or private entities for the completion and operation of

transportation infrastructure to have strong partnership. DOT will also assess the extent to which the project application demonstrates collaboration among neighboring or regional jurisdictions to achieve local or regional benefits, especially equity-focused community outreach and public engagement in the project's planning in underserved communities. In the context of public-private partnerships, DOT will assess the extent to which partners are encouraged to ensure long-term asset performance, such as through pay-for-success approaches.

DOT will also consider the extent to which projects include partnerships that bring together diverse transportation agencies or are supported, financially or otherwise, by other stakeholders that are pursuing similar objectives. For example, DOT will consider the extent to which transportation projects are coordinated with economic development, affordable housing projects, water and waste infrastructure, power and electric infrastructure, broadband and land use plans and policies or other public service efforts.

#### (b) Innovation

Consistent with DOT's objectives to encourage transformative projects that take the lead in deploying innovative technologies and practices that drive outcomes in terms of safety, equity, climate and resilience, and economic strength, DOT will assess the extent to which the applicant uses innovative strategies, including: (1) innovative technologies, (2) innovative project delivery, or (3) innovative financing.

##### 1. Innovative Technologies

Consistent with overarching goals to support good-paying jobs with the choice of a union, DOT will assess innovative technological approaches to transportation, particularly in relation to automated, connected, and electric vehicles and the detection, mitigation, and documentation of safety risks. When making RAISE grant award decisions, DOT will consider

any innovative technological approaches proposed by the applicant, particularly projects which 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 sea ports 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.

For innovative safety proposals, DOT will evaluate safety benefits that those approaches could produce and the broader applicability of the potential results. DOT 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.<sup>18</sup>

## 2. Innovative Project Delivery

DOT will consider the extent to which the project utilizes innovative practices in contracting (such as public-private partnerships), congestion management, asset management, or long-term operations and maintenance.

DOT also seeks projects that employ innovative approaches to improve the efficiency and effectiveness of the environmental permitting and review to accelerate project delivery and achieve improved outcomes for communities and the environment. DOT's objective is to achieve timely and consistent environmental review and permit decisions. Accordingly, projects from States with NEPA assignment authority under 23 U.S.C. 327 are considered to use an

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<sup>18</sup> <https://ecfr.federalregister.gov/current/title-2/subtitle-A/chapter-II/part-200/subpart-C/section-200.216>

innovative approach to project delivery. Participation in innovative project delivery approaches will not remove any statutory requirements affecting project delivery.

Infrastructure investment also provides opportunities for workers to find good-paying jobs with the choice to join a union, and supports American industry through the application of domestic preference requirements. Projects that use project labor agreements and deploy local hiring provisions or targeted preferential hiring provisions also contribute to innovative project delivery.

While RAISE grant award recipients are not required to employ innovative approaches, DOT encourages RAISE grant applicants to describe innovative project delivery methods for proposed projects.

### 3. Innovative Financing

DOT 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 in major urban areas.

#### iii. Demonstrated Project Readiness

During application evaluation, DOT may consider project readiness to assess the likelihood of a successful project. In that analysis, DOT will consider three evaluation ratings: Environmental Risk, Technical Capacity, and Financial Capacity. Environmental Risk assessment analyzes the project's environmental approvals and likelihood of the necessary approval affecting project obligation. The Technical Capacity 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, previous experience with BUILD or INFRA awards,

and the technical experience and resources dedicated to the project. The Financial Capacity assessment reviews the availability of matching funds and whether the applicant presented a complete funding package. Risks do not disqualify projects from award, but competitive applications clearly and directly describe achievable risk mitigation strategies. A project with mitigated risks or with a risk mitigation plan is more competitive than a comparable project with unaddressed risks.

iv. Project Costs and Benefits

DOT may consider the costs and benefits of projects seeking RAISE grant funding. To the extent possible, DOT will rely on quantitative, evidenced-based and data-supported analysis to assess how well a project addresses this criterion, including an assessment of the project's estimated benefit-cost ratio (BCR) based on the applicant-supplied BCA described in Section D.2.vi.

To evaluate the costs and benefits of a proposed project, DOT will assign the project into ranges based on its estimated BCR, and DOT will assign a level of confidence associated with the estimated BCR range. DOT will use these ranges for BCR: Less than 1; 1–1.5; 1.5–3; and greater than 3. The confidence levels are high, medium, and low. Projects for which the BCR is less than 1 will not advance to the Secretary as Highly Rated and will not be selected for an award, unless the project demonstrates clear, unquantified outcomes, as identified by the SRT, consistent with the environmental sustainability and quality of life criteria.

(b) Planning Grants

Planning grant applications will be evaluated against the same criteria as capital grants. The Department will consider how the plan, once implemented, will ultimately further the merit

criteria. DOT will not evaluate the benefits and costs (as expressed in a benefit-cost analysis) or environmental risks of projects that do not include construction.

(c) Additional Considerations

The FY 2021 Appropriations Act requires DOT to consider contributions to geographic diversity among recipients, including the need for a balance between the needs of urban and rural areas, including Tribal areas, and investment in a variety of transportation modes when selecting RAISE grant awards.

**2. Review and Selection Process**

DOT reviews all eligible applications received by the deadline. The RAISE grants review and selection process consists of at least a Technical Review and a Senior Review. In the Merit Review, teams comprising staff from the Office of the Secretary (OST) and operating administrations review all eligible applications and rate projects as Highly Recommended, Recommended, Acceptable, or Unacceptable. For a capital project to receive a Highly Recommended rating, (1) the project must demonstrate that, more likely than not, it will generate long-term benefits in one or more primary merit criteria and does not appear to negatively affect any of the other merit criteria; (2) the project must have a clear, direct, significant, and positive local or regional impact (i.e. the project will, more likely than not, reduce the problem or use the opportunity that project proposes to address); and (3) the application contains sufficient information to assess project benefits and the benefits claimed by the applicant appear reasonable and justifiable. Planning projects will receive the same merit review and rating as capital projects, except that for planning projects the review does not include an assessment of whether the application contains sufficient information to assess project benefits and whether those benefits appear reasonable and justifiable. If the project has not substantively changed from prior submissions to BUILD or other Department programs, staff may rely on previous analysis. The

Senior Review Team, which includes senior leadership from OST and the operating administrations, determines which projects to advance to the Secretary as Highly Rated. The FY 2021 Appropriations Act mandated RAISE grant awards by November 22, 2021. The Secretary selects from the Highly Rated projects for final awards. Consistent with past practice, the Department offers debriefs to applicants not selected for award to receive information about the RAISE project's evaluation.

### **3. Additional Information**

Prior to award, each selected applicant will be subject to a risk assessment as required by 2 CFR § 200.206. DOT 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. DOT 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 Notice**

Following the evaluation outlined in Section E, the Secretary will announce awarded projects by posting a list of selected projects at [www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants). Notice of selection is not authorization to begin performance or to incur costs for the proposed project. Following that announcement, the relevant operating administration will contact the point of contact listed in the SF 424 to initiate negotiation of the grant agreement for authorization.

Recipients of RAISE Grant awards will not receive lump-sum cash disbursements at the time of award announcement or obligation of funds. Instead, RAISE funds will reimburse recipients only after a grant agreement has been executed, allowable expenses are incurred, and valid requests for reimbursement are submitted.

Unless authorized by DOT in writing after DOT's announcement of FY 2021 RAISE awards, any costs that a recipient incurs before DOT executes a grant agreement for that recipient's project are ineligible for reimbursement, and are ineligible match for cost share requirements.

## **2. Administrative and National Policy Requirements**

### **(a) Administrative Requirements**

Please visit <https://www.transportation.gov/policy-initiatives/build/grant-agreements> for the General Terms and Conditions for BUILD 2020 awards. The RAISE 2021 Terms and Conditions will be similar to the BUILD 2020 Terms and Conditions, but may include relevant updates.

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 C.F.R part 200, as adopted by DOT at 2 C.F.R part 1201. Federal wage rate requirements included in subchapter IV of chapter 31 of title 40, U.S.C., apply to all projects receiving funds under this program, and apply to all parts of the project, whether funded with RAISE Grant funds, other Federal funds, or non-Federal funds.

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, non-discrimination 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 DOT determines that a recipient has failed to comply with applicable Federal requirements, DOT may terminate the award of funds and disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

Additionally, applicable Federal laws, rules and regulations of the relevant operating administration administering the project will apply to the projects that receive RAISE grant awards, including planning requirements, Service Outcome Agreements, Stakeholder Agreements, Buy America compliance, and other requirements under DOT's other highway, transit, rail, and port grant programs. For projects that are eligible under RAISE but are not eligible under DOT's other programs or projects that are eligible under multiple DOT programs, the RAISE program will determine the appropriate requirements to ensure the project is delivered consistent with program and Department goals. In particular, Executive Order 14005 directs the Executive Branch Departments and agencies to maximize the use of goods, products, and materials produced in, and services offered in, the United States through the terms and conditions of Federal financial assistance awards. If selected for an award, grant recipients must be prepared to demonstrate how they will maximize the use of domestic goods, products, and materials in constructing their project. RAISE grant projects involving vehicle acquisition must involve only vehicles that comply with applicable Federal Motor Vehicle Safety Standards and Federal Motor Carriers Safety Regulations, or vehicles that are exempt from Federal Motor Vehicle Safety Standards or Federal Motor Carrier Safety Regulations in a manner that allows for the legal acquisition and deployment of the vehicle or vehicles.

For projects administered by FHWA, applicable Federal laws, rules, and regulations set forth in Title 23 U.S.C. and Title 23 C.F.R apply, including the 23 U.S.C. 129 restrictions on the use of toll revenues, and Section 4(f) preservation of parklands and historic properties requirements under 23 U.S.C. 138. For an illustrative list of the other applicable laws, rules, regulations, executive orders, polices, guidelines, and requirements as they relate to a RAISE grant project administered by the FHWA, please see

<https://ops.fhwa.dot.gov/Freight/infrastructure/tiger/#build18>.

For RAISE projects administered by the Federal Transit Administration and partially funded with Federal transit assistance, all relevant requirements under chapter 53 of title 49 U.S.C. apply. For transit projects funded exclusively with RAISE grant funds, some requirements of chapter 53 of title 49 U.S.C. and chapter VI of title 49 C.F.R. apply.

For projects administered by the Federal Railroad Administration, FRA requirements described in 49 U.S.C. Subtitle V, Part C apply.

(b) Program Requirements

i. Climate Change and Environmental Justice Impact Consideration

Each applicant selected for RAISE grant funding must demonstrate effort to 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).

a. Racial Equity and Barriers to Opportunity

Each applicant selected for RAISE grant funding must demonstrate effort to improve racial equity and reduce barriers to opportunity 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 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).

### **3. Reporting**

#### **(a) Progress Reporting on Grant Activities**

Each applicant selected for RAISE grant funding must submit quarterly progress reports and Federal Financial Reports (SF-425) to monitor project progress and ensure accountability and financial transparency in the RAISE grant program.

#### **(b) System Performance Reporting**

Each applicant selected for RAISE grant funding must collect and report to the DOT information on the project's performance based on performance indicators DOT identifies related to program goals (e.g travel time savings, greenhouse gas emissions, passenger counts, level of service, etc). Performance indicators should include measurable goals or targets that DOT will use internally to determine whether the project meets program goals, and grant funds achieve the intended long-term outcomes of the RAISE 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.1. Performance reporting continues for several years after project construction is completed, and DOT does not provide RAISE grant funding specifically for performance reporting.

#### **(c) Reporting of Matters Related to Recipient 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 to the SAM that is made

available in the designated integrity and performance system (currently 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 Public Law 110-417, as amended (41 U.S.C. 2313). As required by section 3010 of Public Law 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.

### **G. Federal Awarding Agency Contacts**

For further information concerning this notice please contact the RAISE grant program staff via e-mail at [RAISEgrants@dot.gov](mailto:RAISEgrants@dot.gov), or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will post answers to questions and requests for clarifications on DOT's website at [www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants). To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact DOT directly, rather than through intermediaries or third parties, with questions. DOT staff may also conduct briefings on the RAISE 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 applicant submits information that the applicant considers to be a trade secret or confidential commercial or financial information, the applicant must provide that information in a separate document, which the applicant may cross-reference from the application narrative or other portions of the application. For the separate document containing confidential information, the applicant must do the following: (1) state on

the cover of that document that it “Contains Confidential Business Information (CBI)”; (2) mark each page that contains confidential information with “CBI”; (3) highlight or otherwise denote the confidential content on each page; and (4) at the end of the document, explain how disclosure of the confidential information would cause substantial competitive harm. DOT will protect confidential information complying with these requirements to the extent required under applicable law. If DOT receives a Freedom of Information Act (FOIA) request for the information that the applicant has marked in accordance with this section, DOT will follow the procedures described in its FOIA regulations at 49 C.F.R. § 7.29. Only information that is in the separate document, marked in accordance with this section, and ultimately determined to be confidential under § 7.29 will be exempt from disclosure under FOIA.

## **2. Publication/Sharing of Application Information**

Following the completion of the selection process and announcement of awards, DOT intends to publish a list of all applications received along with the names of the applicant organizations and funding amounts requested. Except for the information properly marked as described in Section H.1., DOT may make application narratives publicly available or share application information within DOT or with other Federal agencies if DOT determines that sharing is relevant to the respective program’s objectives.

## **3. Department Feedback on Previous Applications**

DOT strives to provide as much information as possible to assist applicants with the application process. DOT will not review applications in advance, but DOT staff are available for technical questions and assistance. To efficiently use Department resources, DOT will prioritize interactions with applicants who have not already received a debrief on their FY 2020 RAISE grant application. Program staff will address questions received at [RAISEgrants@dot.gov](mailto:RAISEgrants@dot.gov) throughout the application period. DOT staff will make reasonable

efforts to schedule meetings on projects through May 15, 2021. After that date, DOT staff will schedule meetings only to the extent possible and consistent with timely completion of other activities.

Issued in Washington D.C. on April 13, 2021



Secretary of Transportation

Peter Paul Montgomery Buttigieg

**CITY OF SOUTH PADRE ISLAND  
CITY COUNCIL  
AGENDA REQUEST FORM**

**MEETING DATE:** June 2, 2021

**NAME & TITLE:** Darla Lapeyre, EDC Director

**DEPARTMENT:** Economic Development Council

**ITEM**

Discussion and possible action to approve a budget amendment in the amount of \$55,300 from the Economic Development Corporation's excess reserves in order to fund a Market Analysis and Feasibility Study for a Deep Water Marina Presented by Gayle Hood EDC Board of Director

**ITEM BACKGROUND**

The EDC Board of Directors unanimously approved a proposal from Edgewater Resources to fund a Market Analysis and Feasibility Study for a Deep Water Marina. The amount the EDC has in excess reserves is \$539,000 and the cost of the study including expenses is \$55, 300. Gayle Hood with the EDC Board of Directors will present to Council.

**BUDGET/FINANCIAL SUMMARY**

n/a

**COMPREHENSIVE PLAN GOAL**

n/a

**LEGAL REVIEW**

Sent to Legal:

Approved by Legal:

**RECOMMENDATIONS/COMMENTS:**



IMAGE CREDIT SOUTH PADRE ISLAND ECONOMIC DEVELOPMENT CORPORATION

**South Padre Island Economic Development Corporation  
RFP No. 21-02**

**PROPOSAL  
MARKET ANALYSIS AND FEASIBILITY STUDY  
DEEP WATER MARINA**





May 7, 2021

Ms. Darla Lapeyre  
Executive Director  
South Padre Island Economic Development Corporation  
6801 Padre Boulevard  
South Padre Island, Texas 78597

**RE: Deep Water Marina Market Analysis and Feasibility Study**

Dear Ms. Lapeyre

Thank you for the opportunity to submit this proposal for planning, engineering, and market and economic analysis services necessary for the completion of a feasibility study for a new deep water marina along the shores of South Padre Island. We understand that the South Padre Island Economic Development Corporation is seeking to determine the feasibility of a new deep water marina on South Padre Island that will expand access to the Laguna Madre, increase access for larger boats in the area, and serve as an economic catalyst for the community while improving the quality of life for residents and visitors alike. This effort will include a marina market analysis, assessment of potential marina sites, physical feasibility and concept level cost estimates, and a business plan outlining development costs, rate structures, revenues, operational costs, financing, and implementation strategies.

At Edgewater Resources, we believe the waterfront should be accessible to everyone, regardless of age, income, or ability. We also understand that in order for a marina project of this type to be truly feasible, we must go beyond the physical characteristics and environmental requirements and prepare a viable funding and implementation strategy that has the support of the broader community. We believe we are particularly qualified to partner with you in this effort, as we have experience gained through our design and engineering of more than 500 marinas and waterfront access projects across the country and around the world. A key element that sets our team apart is that in addition to our professional skills in marine engineering, planning, and design, we are also lifelong boaters and owners/operators of marinas. We understand marinas from every perspective, including the challenges of ownership and operation, and we have helped many municipalities establish financially successful marinas.

Our past projects have been recognized with the highest awards for operations and sustainable design, including the ISS Fabien Cousteau Blue Award, LEED Gold Certification, MIAA Five Gold Anchors, and multiple awards from AIA, ASLA, and ASCE. Equally important, our projects have been recognized for their contribution to enhancing public access to the waterfront and expanding boating opportunities for everyone, regardless of age, income, or physical ability.

Our team includes Jack Cox, PE, who is Board Certified in Port, Coastal, and Navigation engineering, in addition to being the primary author of ASCE Manual 50, Planning and Design Guidelines for Small Craft Harbors – the standard engineering design manual for marinas in the United States. We have extensive



experience leading the planning and initial feasibility analysis of marinas and harbors, and have seen many projects through from initial financial feasibility through construction.

We have a proven track record of moving projects like what you have proposed from the planning and visioning stage to implementation, and we do this by focusing on how the marina will benefit the whole community by expanding public access to the water, both on the landside through creation of fishing piers, park spaces, and connecting waterfront trails and paths, as well as on the water itself by supporting low cost access through paddlecraft rentals and boat clubs. Finally, we create detailed implementation strategies that identify potential grant and other funding sources, document economic impacts to the broader community, outline compatible public private partnership opportunities, and include viable phasing strategies.

Perhaps most important is that our team is made up of lifelong boaters, and we simply love what we do. I hope we have the opportunity to work with you on a new marina for South Padre Island, and look forward to discussing this proposal with you.

Sincerely,

Gregory Weykamp, ASLA, LEED AP, BD+C  
Principal | President

#### Certifications:

- Greg Weykamp is duly authorized to execute contractual documents and answer any questions related to this proposal.
- Greg Weykamp, 518 Broad St, Suite 200, St. Joseph, MI 49085 269 408 6562  
gweykamp@edgewaterresources.com
- We have not conspired with any other potential respondents in any manner to attempt to control competitive pricing for this proposal.
- Edgewater Resources is a duly qualified, capable, and otherwise bondable business entity not in receivership or contemplating same, and has not filed bankruptcy.

#### Exceptions:

- Our insurer has raised concerns with elements of Sections T Indemnity and Z Liability clauses of the standard contract language provided. Edgewater Resources is fully insured and has never been involved in any litigation associated with indemnity or liability. We have worked with hundreds of municipal clients and are certain we can reach a mutually agreeable and insurable agreement with South Padre Island Economic Development Corporation.

## Firm Background



## Firm Background



Edgewater Resources, LLC was founded in 2010 with the goal of enhancing communities and their waterfronts, with a focus on planning, design, and engineering solutions for marinas and waterfronts based in economic reality. We specialize in the feasibility, condition assessment, marketing, operations, planning, and design of marinas and harbors.

Our team includes professional engineers, architects, landscape architects, and surveyors, as well as LEED Accredited Professionals. Our services include:

- Marina Planning, Design, Engineering, Operations, & Finance
- Coastal Engineering, Wave Studies, and Sediment Modeling
- Development Economics, Grants, and Project Financing
- Civil, Structural, and Marine Engineering
- Stakeholder Outreach / Community Process
- Regulatory, Permitting, Assessments, and Mitigation
- Landscape Architecture, Planning, and Architecture
- Dredging Studies, Strategies, and Supervision
- Hydrographic, Topographic, and Land Survey



Our mission is to help communities build on their natural strengths to identify and implement projects that foster long term economic prosperity within a context of social, environmental, and economic sustainability. Our combined background in design, development, construction, and operation of marinas and waterfront development projects allows us to create marinas and waterfronts that are beautiful, functional, durable, and financially feasible.



In order to be successful, marina and harbor projects like the one proposed for South Padre Island must respond to the needs of the both the boaters and broader community and be both financially viable and equitable. We are very capable listeners, and we facilitate the design process in a way that truly engages all stakeholders, both public and private. We work closely with the people that will be responsible for managing the facilities once constructed, because we know it must also work for them.



## Principals



**Gregory Weykamp, ASLA, LEED AP** has nearly thirty years of experience in the planning and design of the public realm, with an emphasis on implementation of sustainable built landscapes, marinas, and urban waterfront environments. His project experience spans waterfront parks, marinas, master planned communities, urban revitalization, streetscapes, parks and recreation facilities. Greg was a principal and leader of the Chicago office of EDAW AECOM, one of the most prominent planning and landscape architecture firms in the world. He has worked on internationally significant projects including Centennial Olympic Park in Atlanta, the Olympic Village for the 2000 Olympic Games in Sydney, Chicago Gateway and 31st Street Harbors, and was the principal in charge of the Port of Rochester Marina project, which opened in 2016 and was awarded Project of the Year – Transportation by the American Public Works Association, New York Chapter. Greg is a licensed Landscape Architect, as well as an owner and investor/developer of marinas in Chicago, St. Joseph, Belize, and Puerto Rico.



**Jack Cox, PE, D.CE, D.PE, D.NE** is internationally recognized for his expertise in research, engineering, and design of projects involving nearshore hydrodynamics, sediment transport, arctic and ice processes, harbor tranquility, breakwaters, fixed and floating marine structures, dredge material disposal, shore protection, port planning, marina design, and risk analysis. He directs the planning and design of large and complex waterfront and harbor works projects around the world. He has authored more than fifty coastal and marina related technical publications, including the industry standard marina design manual, ASCE Manual 50 Planning and Design Guidelines for Small Craft Harbors, and is an inaugural Diplomate in the Academy of Coastal, Ocean, Port and Navigation Engineers with specialties in coastal, port and navigation engineering.



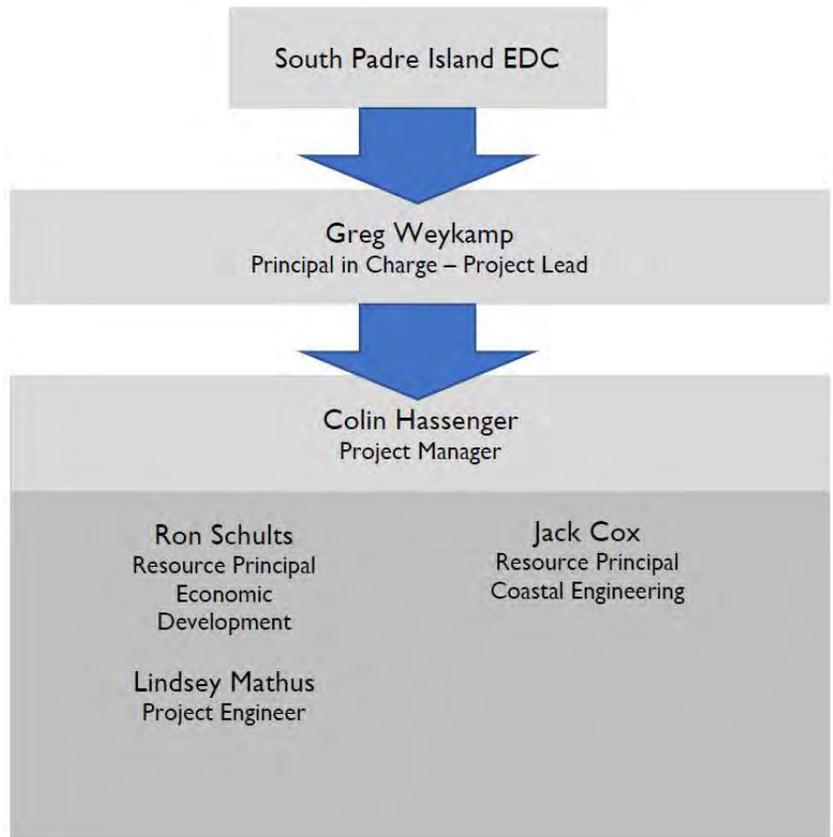
**Ronald E. Schults, PE** is a licensed Professional Engineer in the State of Texas with over 40 years' experience in both engineering and waterfront development. He is leading the design of a new private 800 slip marina on Lake Lewisville north of Dallas, and his extensive knowledge of civil, construction, and marine engineering provides him a unique understanding of projects on all levels. Ron has led development teams and facilitated financing for multiple successful waterfront developments valued in excess of \$150 million, and applies this real world experience on behalf of clients and community partners who are working to create responsible waterfront development projects.

## Team Organization



Edgewater Resources has a staff of over thirty employees located in offices in Michigan, Wisconsin, and Florida. Our project team will be personally led by Greg Weykamp as Principal in Charge, which means he will be the primary point of contact between South Padre Island EDC and the consulting team, and he will be present at all meetings. He will personally lead the market analysis and feasibility process and ensure that our efforts meet and exceed your expectations. Greg will be supported at Edgewater Resources his partners Jack Cox, PE and Ron Schults, PE, and Project Manager Colin Hassenger, PE.

This team has been responsible for the design and engineering of more than 2,500 new slips in marina and waterfront construction projects valued in excess of \$225 million over the last ten years.





# Project Experience and Qualifications



## References

Diane McBride  
*Frisco Bay Marina*  
 Assistant Town Manager / Director,  
 Recreation and Cultural Department  
 970 668 2559

Vicki McGhee  
*Lexington, East Tawas, Whitefish Point,  
 DeTour, Mackinac Island, Port Austin  
 State Harbors,  
 Statewide Harbor Facility Assessment*  
 Michigan Department of Natural  
 Resources  
 517 388 5341

Mark Gregor  
*Port of Rochester Marina*  
 Manager, City of Rochester  
 585 428 5978

Rob Rejman  
*31<sup>st</sup> Street Harbor*  
 Director of Construction & Planning  
 Chicago Park District  
 312 446 4143

Sage Gerling  
*Geneva Public Marina*  
 City Manager  
 City of Geneva, New York  
 315 789 6104

Ryan Leestma  
*Adelaide Pointe Marina*  
 Lead Developer  
 616 633 6020

Bill Clevenger  
*Nelson Park Master Plan and Marina*  
 Decatur Park District  
 217 422 5911

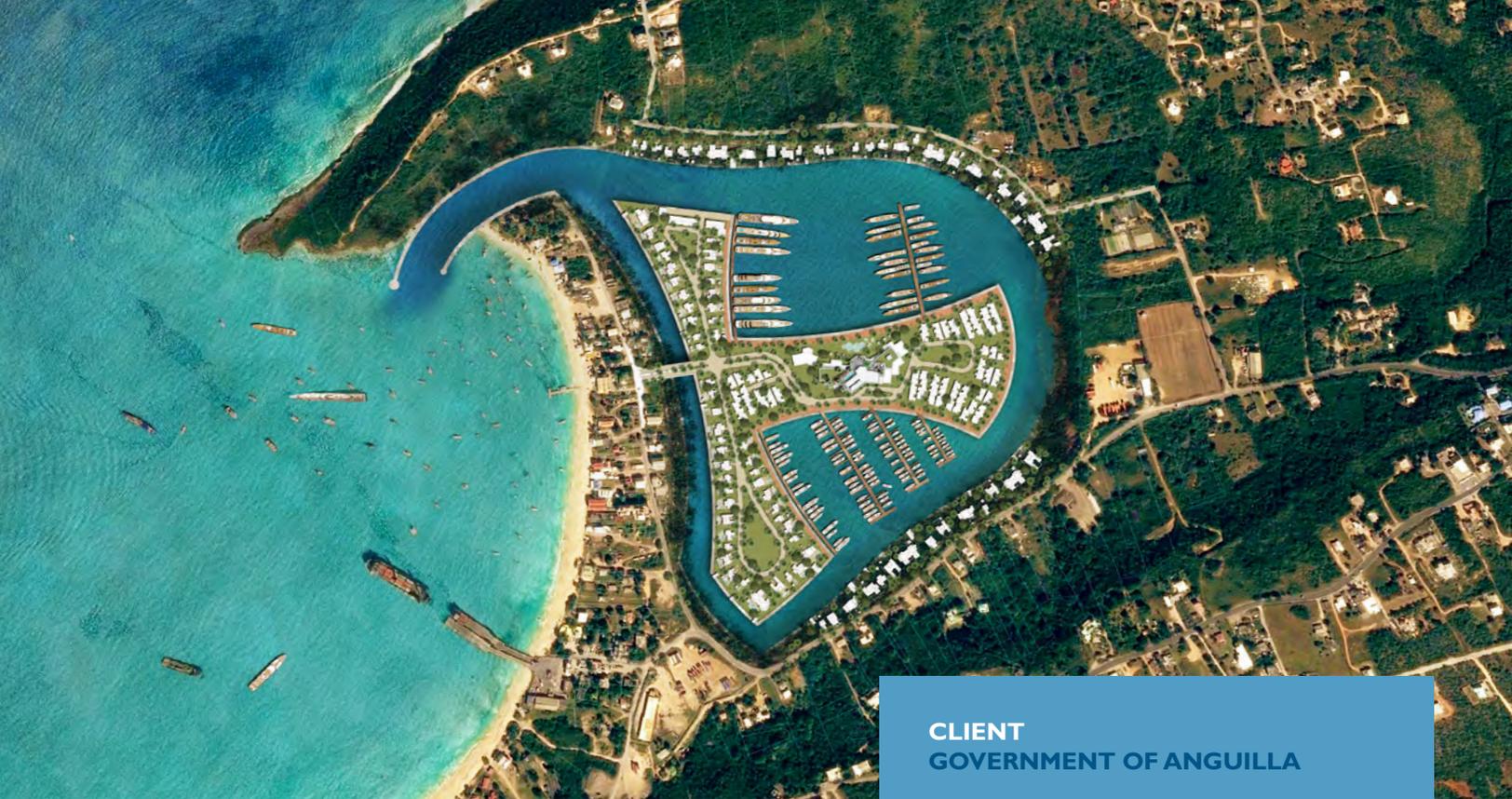
## Project Experience and Qualifications

The principals of Edgewater Resources bring more than 130 years of combined experience in the design, engineering, and implementation of complex waterfront projects across the United States and around the world. Our team has worked on hundreds of marina and waterfront projects across the country, including recently completed and ongoing municipal projects in Washington, Idaho, Colorado, North Dakota, Florida, and across the Great Lakes, in addition to several ongoing projects at private marinas in Texas, Mississippi, and Alabama. Our work for municipal clients includes ongoing work for the National Park Service, State Departments of Natural Resources in Idaho, North Dakota, Illinois, Michigan, and New York, and dozens of city owned facilities. Our expertise covers every facet of marina market analysis, economic feasibility, coastal/marine engineering, wave dynamics, sediment transport modeling, and waterfront design.

We are currently bidding or overseeing construction of more than a dozen public and private marina facilities across the country, and we are in the final engineering phase on many more. We were responsible for the design and engineering of the largest marina constructed on the Great Lakes in the last thirty years, and we have an extensive and current database of construction costs for marine shoreline protection works. Quite simply, we know of no other firm with the depth of recent and ongoing experience in the design, planning, feasibility, and operations of municipal marinas.

Unlike most consultants, our experience extends beyond traditional engineering to include project development and finance strategies, and we use our experience in private real estate financing of waterfront projects valued in excess of \$150 million to create financially viable strategies for the implementation of public and public/private partnership projects. When we prepare a marina market feasibility study, we do it with the understanding that our recommendations have real world financial impacts.

Few consultants understand the Owner's perspective and what it is like to take financial responsibility for major infrastructure projects, but we have done it successfully time and again. As the owner and operator of marinas, we understand the financial structure of marinas, which helps us to create marina plans that are economically viable and actually get built. When we make financial recommendations, we do so as if we were investing our own money.



**CLIENT**  
**GOVERNMENT OF ANGUILLA**

**LOCATION**  
**ANGUILLA**

## ANGUILLA MEGAYACHT

Edgewater Resources was asked by the Government of Anguilla to consider the feasibility of building a megayacht marina on any one of 13 separate sites on the island. As part of our initial research, we settled on five sites to explore for the study: Little Harbour, Rendezvous Bay, Sandy Ground, Blowing Point and Scrub Island.

In order to fully assess the feasibility of building a megayacht marina in Anguilla Edgewater conducted research and developed recommendations based in the following areas: Marina Market Analysis, Site Analysis and Evaluations for all Five sites: Environmental Summary, Wildlife Summary, Searise, Development Economics.

Our team of architects, engineers, and biologists worked in close collaboration to develop 5 marina concept plans and a full Feasibility Study which was published by the Government of Anguilla in July of 2018. Edgewater Resources hand delivered the report to the people of Anguilla and conducted a town hall style discussion which resulted in the study being well received by both the Government and the people. Following the success of the Feasibility Study, Edgewater was subsequently contracted by the Government of Anguilla to lead the development and investor efforts of the approved marina locations to bring a new industry to the island of Anguilla. The scope of work under this MOU is currently in progress.



**SERVICES:** MEGAYACHT FEASIBILITY, MARKET RESEARCH,  
ENVIRONMENTAL FEASIBILITY, ECONOMIC FEASIBILITY



**CLIENT**  
**TOWN OF FRISCO**

**LOCATION**  
**FRISCO, COLORADO**

## FRISCO BAY MASTER PLAN

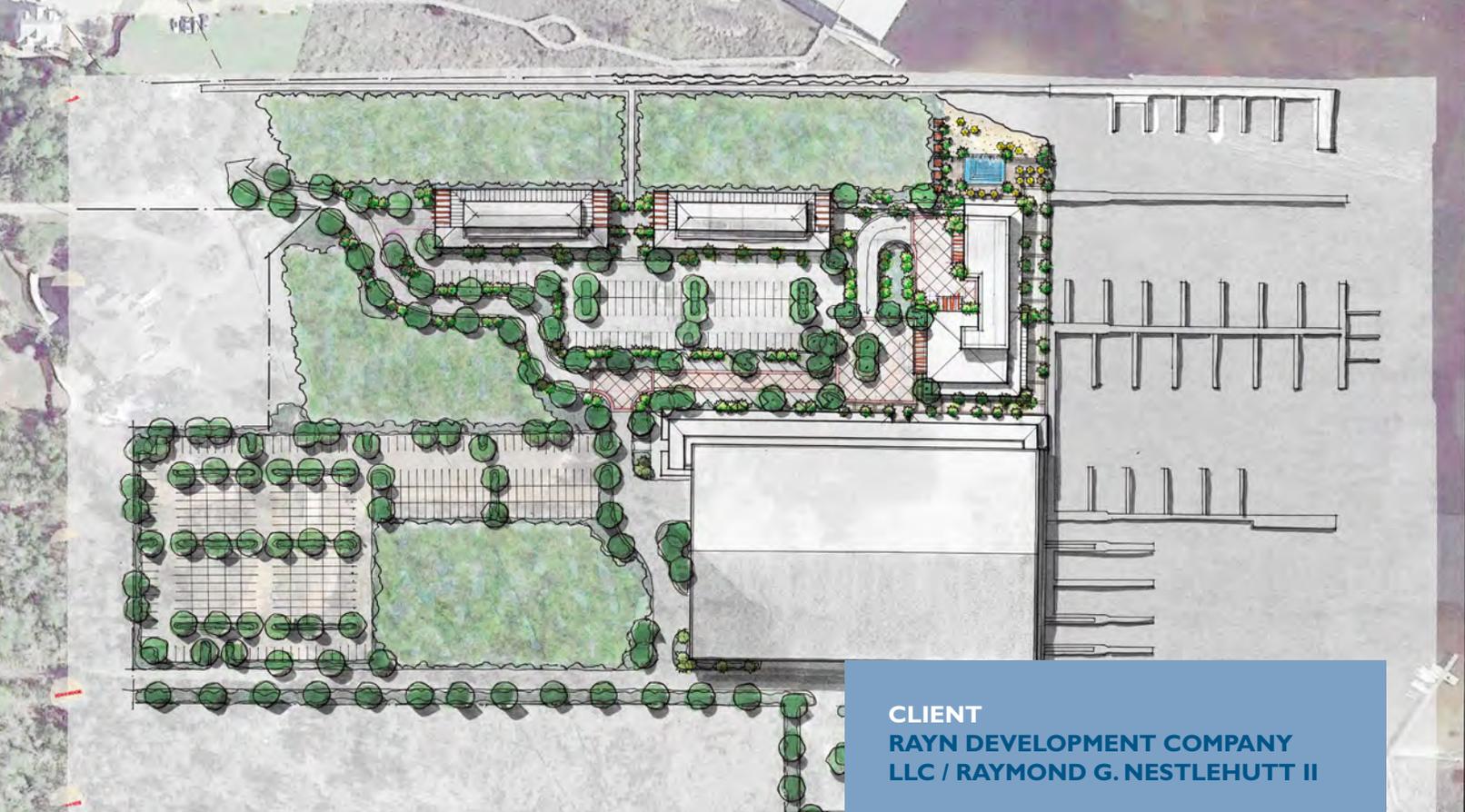
The goal of the Frisco Bay Marina Master Plan was to create a financially viable strategy for resolving a number of longstanding challenges at the Town of Frisco waterfront. Located on Dillon Reservoir, which experiences dramatic changes in water level each year, requiring marina staff to relocate the docks several times per year, the marina provides access to the reservoir through community kayaking, rowing, and rentals of boats, stand up paddleboards, and kayaks. Due to the location of the marina, a number of navigational conflicts between the boaters and paddlers, and the mix of skill levels required careful consideration. Finally, upgrading the facilities to comply with all elements of ADA access and electrical shock drowning prevention, as well as significant water quality protection standards (Dillon Reservoir provides much of Denver's drinking water). Finally resolve numerous pedestrian/vehicular conflicts landside.



The master plan resolved these issues through a reorganization of the marina and targeted excavation to allow the floating dock system to remain in place throughout the boating season, which greatly reduces labor cost and wear and tear on the facilities. Boating access was improved creating a much safer navigational environment while expanding both paddler access and increasing the total number of slips. Finally, the master plan included a regional marina market assessment and evaluation of the financial structure of the marina which identified additional funding sources through existing operations to fund over half of all proposed improvements. Phase one of the project implementation is currently underway.



**SERVICES:** MARKET RESEARCH, CIVIL ENGINEERING,  
ARCHITECTURE, MARINA DESIGN, PERMITTING,  
CONSTRUCTION ADMINISTRATION

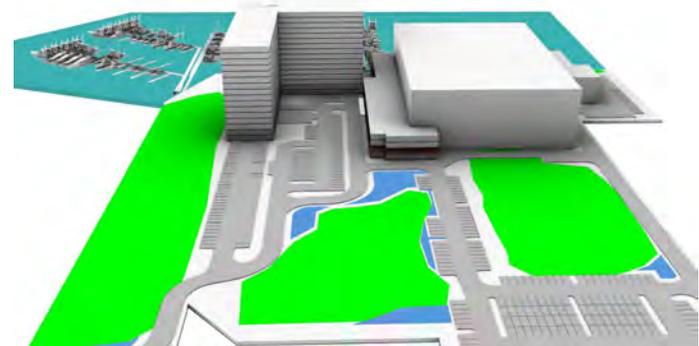
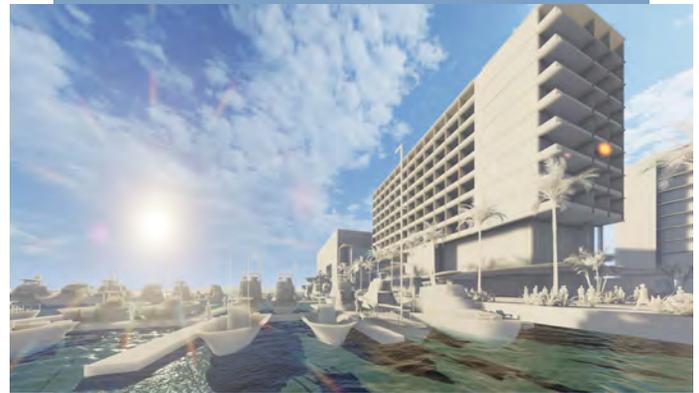


**CLIENT**  
**RAYN DEVELOPMENT COMPANY**  
**LLC / RAYMOND G. NESTLEHUTT II**

**LOCATION**  
**ORANGE BEACH, ALABAMA**

# BILLFISH BAY DEVELOPMENT

The Billfish Bay Marina Resort will turn the last undeveloped waterfront parcel on Terry Cove in Orange Beach, Alabama into a bustling waterfront destination. This upscale fishing and resort community located along the Gulf of Mexico, will be greatly enhanced with the mixed used marina resort development currently under design. Envisioned to be highly amenitized, this project includes a fully automated state-of-the-art 500 boat dry stack marina facility, 145 wet slip marina, 50 luxury fishing villas, over 75 luxury condominiums, beach/pool club, multi-story restaurant, marina ships store, and over 10,000 sf of marine-centric commercial/retail space including boat sales, waterside concessions, floating tiki bar, and a generous 20' wide public promenade. A BIG P grant application has been submitted for this project which allocates a percentage of the marina slips to transient boaters to providing greater access to the waterfront for both community members and visitors alike.



**SERVICES:** ECONOMIC PLANNING, OPERATIONAL PLANNING, COMMUNITY OUTREACH, MASTER PLANNING



**CLIENT**  
CITY OF FORT LAUDERDALE

**LOCATION**  
FORT LAUDERDALE, FLORIDA

# LAS OLAS MARINA REDEVELOPMENT

The City of Fort Lauderdale, the Yachting Capital of the World, issued an RFP for the Expansion and Enhancement of the Las Olas Marina.

In partnership with Suntex Marinas, Edgewater Resources is leading the design and engineering of the redeveloped Las Olas Marina soon to become one of Suntex Marinas newest locations in its growing portfolio of marina destinations nationwide.

The redevelopment includes a \$25 Million investment that will enhance the waterfront to serve local residents, achieve world-class standards to attract and serve the finest mega yachts, complement and help implement the goals of the Central Beach Master Plan and provide expanded accommodations for the Fort Lauderdale International Boat Show. The most innovative sustainable design features will be employed to help the City of Fort Lauderdale achieve the goals outlined in its Sustainability Action Plan. The marina is being designed for small vessels and Mega Yachts alike and will expand available dockage from 3,430 linear feet to a total of 5,540 linear feet with a planned completion of November 2018.



**SERVICES:** MARINA DESIGN, CIVIL/MARINE ENGINEERING, COMMUNITY OUTREACH, FINANCING, DEVELOPMENT ECONOMICS



**CLIENT**  
F3 MARINAS

**LOCATION**  
FORT LAUDERDALE, FLORIDA

**SERVICES**  
CIVIL ENGINEERING, MARINA  
DESIGN, LANDSCAPE ARCHITECTURE,  
PERMITTING

## CORDOVA MARINA

The Cordova Boat Club Project will be the first fully automated dry stack boat storage facility open to the public. Located on Fort Lauderdale's 16th street canal, the Club includes over 240 dry slips capable of holding vessels up to 50 feet in length, with an additional 20 wet slips that serve as a queuing area for boaters. This state-of-the-art facility will offer vessel storage and provisioning, marina fuel, pump-out, and shore power service that is equipped with a marina guard protection system to comply with national best practices.

The project requires demolition of an existing building, replacement of the existing seawall, installation of a new floating dock system, and construction of the new storage facility. The boater service amenities will include restrooms, a lounge area, storage lockers, a fish cleaning station, and viewing areas for boaters to observe the automated crane system operating. Edgewater Resources was retained by F3 Marinas to provide marine and civil engineering design, landscape architecture services, and direct the permitting & approvals process for the project.





# EAST TAWAS STATE HARBOR

Edgewater has provided a full life-cycle services for the East Tawas State Harbor project from initial assessment and feasibility studies to construction administration during completion. Initially we provided an improvement plan which assessed the physical condition of East Tawas State Harbor, analyzed the current marina market in the region, identify market trends, and presented stakeholder feedback. The information collected guided the preparation of a development plan for East Tawas State Harbor.

The goals of this project are to guide the future development of the harbor, provide modern boating amenities, improve accessibility, respond to boater preferences, and integrate the harbor more closely with the community of East Tawas. We created a financially realistic phasing plan that allowed the client to see the vision through to implementation. Completion of phases I & II of the proposed improvements outlined in the concept improvements plan were achieved in early summer of 2017 and 2018 respectively.

The East Tawas Phase III design is complete and has been approved by both DTMB and LARA. Phase III of the project includes renewal of obsolete dockage and exterior building addition. This phase of the project was completed in the spring of 2020.

**SERVICES:** FEASIBILITY, MARKET RESEARCH, CIVIL ENGINEERING, ARCHITECTURE, MARINA DESIGN, PERMITTING, CONSTRUCTION ADMINISTRATION



**CLIENT**  
DTMB

**LOCATION**  
EAST TAWAS STATE HARBOR,  
MICHIGAN





**CLIENT**  
**CHICAGO PARKS DISTRICT**

**LOCATION**  
**CHICAGO, ILLINOIS**

## 31<sup>ST</sup> STREET HARBOR

The 31st Street Harbor project is a \$103 million, 1,015-slip marina and waterfront park just south of downtown Chicago. The project includes the creation of a 1.5-acre waterfront park integrated in a 2,200 foot long stone revetment structure in Lake Michigan. The project opened in May of 2012 and created significant waterfront and traffic calming/pedestrian circulation improvements to the area, including the elimination of all four conflicts between the Lakefront Trail and vehicular traffic.

Renovation of the existing concrete revetment shoreline protection system into a softer and greener edge will create a more welcoming waterfront promenade interface between the new green roof covered parking facility and the water's edge. Construction of a new regional playground, picnic areas, and reconfigured regional bike paths integrate the project into the community, and ensure that all members of the community benefit from the project.

The project received the ISS Fabien Cousteau Blue Award, recognizing the achievement of the highest standards of harbor sustainability, as well as LEED Gold Certification; the President's Award, American Society of Landscape Architects, Illinois Chapter; AIA Chicago SustainABILITY Leadership Merit Award; and First Place, Engineering News Record Midwest "Best Projects" 2012.

**SERVICES:** CIVIL ENGINEERING, MARINA DESIGN, LANDSCAPE ARCHITECTURE, PLANNING





# PORT OF ROCHESTER

The Port of Rochester Marina opened in the spring of 2016, converting acres of underutilized, impervious asphalt parking and ferry loading areas into a new active public waterfront with a new park, public promenade, and a 158-slip marina serving both seasonal and transient boaters. Excavation of the marina basin removed 98,000 cubic yards of regulated fill, and incorporated energy reduction solutions including pervious paving, bioinfiltration, sustainable kebono decking, and individual metering. The project also provided the final link to complete the seven mile public pedestrian promenade linking downtown Rochester to Lake Ontario and spur reinvestment into the former Terminal building.

The original master plan vision for a marina in this location was proposed in 1965, and over five decades, a number of subsequent master plans proposed the construction of the marina as a key public amenity for the neighborhood. The key to building broad public support and moving forward with the marina in 2012 was the completion of a marina market analysis that showed strong demand, identified accurate slip sizing and mix, and an understanding of the potential impact of a new public marina on nearby private facilities. The analysis identified a demand for larger slips (60'-80') than currently offered in the local market. In its first year of operation, the marina was 56% occupied at slip leasing rates more than 20% higher than those initially recommended in the study.

Funding and implementation of the project required a combination of local funds, bond funding, grants, and public private partnerships that will help revitalize the local economy. Labella and Edgewater Resources worked together to complete this project, with each firm undertaking separate portions of the scope. Generally speaking, Edgewater was responsible for marine and landscape design while LaBella undertook the landside infrastructure design and SEQR aspects of the project.

**CLIENT**  
CITY OF ROCHESTER

**LOCATION**  
ROCHESTER, NEW YORK

**SERVICES**  
CIVIL ENGINEERING, MARINA  
DESIGN, LANDSCAPE ARCHITECTURE,  
PLANNING





CLIENT  
IOVEST

LOCATION  
ARA MACAO, BELIZE

## ARA MACAO RESORT & MARINA

The Ara Macao Resort & Marina is located on the Placencia Peninsula in Southern Belize, Central America. In 2012, IoVest Development contracted with Edgewater Resources to re-position and develop the spectacular 600 Acres which features a mile long sandy beach on the Caribbean Sea.

The Ara Macao Resort & Marina Master Plan currently offers 34 Ocean front home sites, 48 Ocean front Condos and 24 Marina Condos. The Resort will feature a 96 slip marina, with direct access to the Caribbean Sea. Phase II plans for a boutique hotel along with 3 additional mid-rise buildings and additional Marina Condominiums.

Caribbean style is re-imagined in contemporary architecture rooted in authentic details of Belize's heritage and culture. Condominium home design is inspired by the natural beauty, color, scale, and materials native to Belize. Generous outdoor decks on all units encourage that irresistible interaction with an outdoor lifestyle. Each building is thoughtfully integrated into the community to take full advantage of the ocean and distant mountain views. Condominium interiors capture the feeling of home with wood floors, light colors, and locally crafted unique materials. Open floor plans, generous kitchens and bedrooms that open directly to decks and views are priorities for each type and size unit.

**SERVICES:** MARKET ANALYSIS, REAL ESTATE SERVICES, DEVELOPMENT PLANNING SERVICE, MASTER PLANNING, LANDSCAPE ARCHITECTURE, CIVIL ENGINEERING, ARCHITECTURE DESIGN





**CLIENT**  
**RICARDO MENA**

**LOCATION**  
**LA PAZ, MEXICO**

# SANTA CRUZ MARINA AND RESORT

Marina Santa Cruz, located just north of La Paz, will be Mexico's leading luxury mega-yacht marina and resort destination. The new destination is ideally located in a natural hurricane safe harbor and offers easy access to many of the local marine reserves and beaches throughout the Sea of Cortez. Edgewater Resources was retained to conduct an initial marina economic feasibility and preliminary engineering study followed by a comprehensive master plan for a marina and resort development. Upland program elements include two resort hotel sites, hillside marina village with boutique hotel, luxury single family villas and condos. The marina program includes over 500 slips for vessels from forty to over three hundred feet, luxury floating homes and slips, a floating shore club/bar/grill and pool, fuel and service docks, full-service maintenance and dry storage for three hundred boats up to forty feet in length. Edgewater's role has been as lead planners and engineers taking the project from visioning through MIA approvals.



**SERVICES:** MARINA ECONOMIC FEASIBILITY AND PRELIMINARY ENGINEERING STUDY, MASTERPLANNING





### EDUCATION

Bachelor of Landscape Architecture  
Michigan State University, 1992

### REGISTRATIONS

Registered Landscape Architect  
State of Illinois  
State of Indiana  
State of Michigan  
State of Ohio  
State of New York  
State of Wisconsin  
CLARB Certified  
Council of Landscape Architecture  
Registration Boards  
LEED Accredited Professional Building  
Design & Construction

### HONORS & AWARDS

Great Lakes Sea Grant Network "Great  
Lakes Outreach Programming Award,"  
Sustainable Small Harbors Project  
2013 President's Award, American Society  
of Landscape Architects, Illinois Chapter,  
31st Street Harbor, Chicago, Illinois  
ISS Fabien Cousteau Blue Award  
31st Street Harbor, Chicago, Illinois  
AIA Chicago SustainABILITY Leadership  
Merit Award, 2012, 31st Street Harbor  
First Place, Engineering News Record  
Midwest "Best Projects" 2012,  
31st Street Harbor  
Design Evanston Urban Design Award 2010  
Evanston Lakefront Master Plan

### GREGORY J. WEYKAMP, ASLA, LEED AP, BD+C

Principal / President, Edgewater Resources, LLC

Greg Weykamp has over twenty-seven years of experience in the planning and design of the public realm, with an emphasis on implementation of sustainable built landscapes and urban waterfront environments. His project experience spans waterfront parks, marinas, master planned communities, urban revitalization, streetscapes, parks and recreation facilities, medical and university campuses, and military installations.

### 31<sup>ST</sup> STREET HARBOR

Mr. Weykamp served as the **Principal in Charge**, leading the combined design and engineering team in the development of a new 1000 slip harbor for the Chicago Park District. Design included a green roof covered parking area providing heated winter boat storage below expanded park space above. Additionally, the marina project was leveraged to create a new regional destination play area and a new 1.5-acre park space offshore in Lake Michigan, providing views of the Chicago skyline. Key elements include improved pedestrian and bicycle safety by realigning the Lakefront Trail and the integration of extensive sustainable design strategies including green roof covered parking, bioswales, bio-infiltration, materials selection, habitat creation, alternative energy generation, boat wash, and LEED Certified structures.

### PORT OF ROCHESTER MARINA

The Port of Rochester Marina project includes the transformation of an underutilized asphalt parking lot and ship loading area into a new 180 slips marina serving both seasonal and transient boaters. As Principal of the design team, Mr. Weykamp led the design and implementation of the marine-based elements as well as surrounding site infrastructure of the project.

### OSWEGO WATERFRONT MASTER PLAN

The Oswego Waterfront Master Plan is the first step in the revitalization of Oswego's waterfront economy, which will capitalize on the region's natural and historic resources. The initial economic driver for the waterfront will be the redevelopment of two existing marinas into a single, modern facility that will better serve existing boaters, support the expansion of the thriving charter fishing fleet, and support programs that will make boating accessible to everyone in Oswego regardless of age, income, or ability. As an economic catalyst for Oswego's waterfront, the marina will support the redevelopment of the existing pier into a vibrant mixed-use development that will serve local residents and attract visitors. An extensive community outreach process has led to the development of the waterfront master plan, which also includes an expansion and relocation of the H. Lee White Maritime Museum, and restoration of the historic dry dock facility.

### SENECA LAKE MARINA AND BREAKWATER

The Seneca Lake Marina and Breakwater project will replace an existing twelve slip transient marina with a new 80 slip facility protected by a 300' long fixed breakwater on Seneca Lake, New York. The project included an initial market analysis, community outreach, USFWS BIG Grant funding, SEQR permitting, and is now in final design and engineering. As Principal in Charge, Mr. Weykamp led the design and planning of all aspects of the project.

Air Force Design Award, Planning / Design Guidelines Category, Misawa AB, 2005  
Merit Award for Research, Summer Student Program 2001, Colorado Chapter ASLA, 2001  
Merit Award for Planning, Great Plains Chapter American Society of Landscape Architecture, Omaha City Parks Master Plan, 1999  
National APA Honor Award, GASLA Merit Award,  
Georgia APA Honor Award: Gateway to Coastal Georgia  
Award of Excellence, Atlanta Urban Design Commission: Centennial Olympic Park  
GASLA Honor Award, University of Arkansas, Pine Bluffs  
Award of Excellence, Atlanta Urban Design Commission: John Wesley Dobbs Plaza  
Graphics published in Landscape Architecture Magazine, August 1996  
Graphics published in Landscape Australia Magazine, Issue 2, 1998  
Port of Rochester Marina, Project of the Year, Transportation by the American Public Works Association, New York Chapter  
Holland Civic Center, Honor Award  
2019 Building Award, George & Lucile Heeringa Civic Center, Holland, Michigan

### SAMPSON STATE PARK MARINA RENOVATION

The Sampson State Park Marina renovation project completely rebuilt this 90 slip marina on Seneca Lake, New York. Project elements included complete reconstruction of the fixed docks and utility infrastructure, fuel docks, sheet pile walls, and upland paths and landscape. New armor stone revetments at the harbor entry greatly improved the wave climate within the harbor. As Principal in Charge, Mr. Weykamp led the design and planning of all aspects of the project.

### NBSA SHORELINE

The New Buffalo Shoreline Alliance is a partnership of local communities and property owners along a five-mile stretch of Lake Michigan shoreline just north of the state line at the border of Indiana. This segment of shoreline is experiencing significant erosion due to sand starvation caused by the cessation of beach nourishment activities at the harbor structures at South Haven. Edgewater Resources has been engaged to facilitate the design and implementation of a system of offshore breakwaters designed to both protect the shoreline from wave energy and direct the deposition of sand from natural littoral drift into appropriate locations to further mitigate damage. As Principal of the design team, Mr. Weykamp led the design and planning of all aspects of the project.

### NRDA SHORELINE REVETMENT/HABITAT RESTORATION

Edgewater Resources collaborated with South Bay Marina, Wisconsin DNR, and partners from USACE, the City of Green Bay, and a wide range of community partners to develop a master plan for the restoration of rock reef revetments that will protect the adjacent shoreline from wave action, form a protected harbor for community sailing and ADA paddlecraft access, and establish habitat areas for Centrarchidae species.

### SOUTH BAY MARINA

Edgewater Resources assisted South Bay Marina in the development of a master plan for the expansion of transient slips and landside amenities. Additional efforts included a successful USFWS Boating Infrastructure Grant Application, which will fund design efforts for the expansion of the facility. As Principal of the design team, Mr. Weykamp led the design and planning of all aspects of the project.

### RENARD ISLAND MASTER PLAN

The Renard Island Master Plan transforms an inaccessible facility into a vibrant waterfront park that will become the centerpiece of a revitalized Green Bay waterfront. A primary goal of the plan is to create revenue generating facilities that will drive sufficient funding to construct the public park improvements, which was accomplished through a variety of elements including a marina, waterfront entertainment district, and adjacent landside developments. Mr. Weykamp was responsible for the overall financial feasibility and development economics for the project, as well as the design of the marina and waterfront entertainment district.

### DERIVERA PARK AND PUT-IN-BAY DOCK IMPROVEMENTS

The Derivera Park project includes Initial feasibility services to explore a variety of potential strategies for improving the facilities using either fixed docks, floating docks, or an appropriate combination of systems, and outline high level conceptual cost estimates, schedule implications, and potential permitting issues.

### SOUTH HAVEN ALL SEASONS MARINE

Edgewater Resources is assisting the City of South Haven with the potential acquisition of this historic private marina in the heart of the South Haven Maritime District. The project included an extensive community outreach process which outlined the community's goals of preventing the conversion of the facility into private residential housing, expanding access to the water, and maintaining critical marine services in the harbor. Services included an economic feasibility analysis of proposed renovations to establish the financial viability of the project. As Principal of the design team, Mr. Weykamp led the design and planning of all aspects of the project.

### HISTORIC OTTAWA BEACH MARINA

Edgewater Resources was hired to complete a marina market analysis and feasibility study for the complete transformation of an outdated private marina into a modern public facility owned and operated by Ottawa County Parks. Project elements include a complete renovation of landside park space to integrate the site with a continuous waterfront walkway, new parking, and a modern boater services building. A new system of fixed docks offers seasonal and transient slips, which were partially funded by a USFWS Boating Infrastructure Grant prepared by Edgewater. The facility opened in the summer of 2019. As Principal of the design team, Mr. Weykamp led the design and planning of all aspects of the project.

### MICHIGAN MARITIME MUSEUM

The Michigan Maritime Museum project includes the condition assessment and planning and design for the renovation and expansion of the Michigan Maritime Museum campus. The scope of work includes a complete campus master plan, site civil engineering, landscape architecture, and architectural services for an \$8 million new museum building, and marine engineering for all harbor elements for the Museum fleet, as well as visiting boats. As Principal of the design team, Mr. Weykamp led the design and planning of all aspects of the project.

### DISCOVERY CENTER GREAT LAKES

The Discovery Center Great Lakes is home to a range of community and non-profit organizations interpreting historic shipping and boating on the Great Lakes. This project created the master plan for a completely renovated waterfront and marina to provide homes for a number of historic tall ships, wooden sailing vessels, and the Traverse Area Community Sailing program. In addition, a number of seasonal and transient slips will be made available for lease to help fund non-profit activities and offset the cost of construction.

### CHICAGO GATEWAY HARBOR

While with EDAW AECOM, Mr. Weykamp led the combined design and engineering team in the development of a new 250 slip destination harbor for the Chicago Park District. Located adjacent to Navy Pier, the new \$55 million harbor project will reconstruct the historic Dime Pier structure and create a new publicly accessible pier providing views of the Chicago skyline. Key elements include improved pedestrian and bicycle connectivity to downtown Chicago and integration of extensive sustainable design strategies including reuse of existing structures, materials selection, habitat creation, alternative energy generation, and LEED Certified structures.

#### MDNR STATEWIDE FACILITIES ASSESSMENT – HARBORS, BOATING ACCESS SITES, LOCK & DAM FACILITIES

This project includes the assessment of 82 state and grant-in-aid funded harbors, over 200 boating access sites, and two lock and dam facilities, with the goal of documenting existing conditions, quantifying infrastructure, and establishing program level cost estimates for immediate and long-term improvements. This effort identified priorities and strategies for capital improvements and deployment of limited resources to best effect for the residents and visitors to the State of Michigan's recreational boating facilities.

#### LEXINGTON STATE HARBOR REDEVELOPMENT PLAN

The Lexington State Harbor project includes the condition assessment, marina market analysis, boater survey, and initial planning and design for the renovation and expansion of the 120-slip marina for the Michigan Department of Natural Resources. As Principal of the design team, Mr. Weykamp led the design and planning and final design of all aspects of the project.

#### EAST TAWAS STATE HARBOR REDEVELOPMENT PLAN

The State of Michigan engaged Edgewater Resources in the condition assessment, market analysis, boater survey, and master planning of expansion of the existing state harbor facility in East Tawas, Michigan. Following successful completion of the initial planning process, Mr. Weykamp oversaw design of construction Phase One, including a new pedestrian promenade, fuel system, and floating dock and wave attenuator infrastructure for 48 new slips was completed. Construction of Phase One began in 2016, and opened summer of 2017. Mr. Weykamp then managed the design, bidding, contracting and implementation of Phase Two which included the demolition of over SF of fixed and floating piers along with their replacement with modern floating dockage with code compliant utilities. Phase 2 was completed in Summer 2018 in its entirety and under budget. Mr. Weykamp also led the design team for Phase Three improvements in Spring 2019.

#### WHITEFISH POINT STATE HARBOR REDEVELOPMENT PLAN

The Whitefish Point State Harbor project includes the condition assessment, marina market analysis, boater survey, and initial planning and design for the renovation and expansion of this harbor of refuge and 12-slip marina along the shores of Lake Superior for the Michigan Department of Natural Resources. As Principal of the design team, Mr. Weykamp led the design and planning of all aspects of the project.

#### EAGLE HARBOR STATE HARBOR REDEVELOPMENT PLAN

The Eagle Harbor State Harbor project includes the condition assessment, marina market analysis, community outreach, and initial planning and design for the renovation and expansion of this 15-slip marina along the shores of Lake Superior for the Michigan Department of Natural Resources. As Principal of the design team, Mr. Weykamp led the design and planning of all aspects of the project.

#### HARRISVILLE HARBOR REDEVELOPMENT PLAN

The Harrisville Harbor project includes the condition assessment, initial planning and design, engineering, and architecture services for the renovation and expansion of this 68-slip marina along the shores of Lake Huron for the City of Harrisville. As

Principal of the design team, Mr. Weykamp led the design, planning, and engineering team responsible for all aspects of the project.

#### HELLS GATE STATE PARK MARINA

The Hells Gate State Park Marina project includes the condition assessment, initial planning and design, and final engineering for the renovation and expansion of this 100-slip marina for Idaho Department of Parks & Recreation. As Principal of the design team, Mr. Weykamp led the design and planning of all aspects of the project.

#### LUCKY PEAK STATE PARK MARINA

The Lucky Peak State Park Marina project includes the condition assessment, marina market analysis, boater survey, and initial planning and design for the renovation and expansion of this 298-slip marina for Idaho Department of Parks & Recreation. As Principal of the design team, Mr. Weykamp led the design and planning of all aspects of the project.

#### FRISCO BAY MARINA MASTER PLAN

Frisco Bay Marina is located on Dillon Reservoir at elevation 9,018' in the heart of the Colorado Rocky Mountains. Edgewater Resources completed a marina master plan for the renovation of the facility, including a major earthwork project to excavate 68,000 cubic yards of material to allow the relocation of the floating docks so they can remain in place for the full boating season.

#### DOUGLAS WATERFRONT MASTER PLAN

Edgewater Resources is working with the City of the Village of Douglas and the community to prepare a waterfront master plan for all properties and key adjacent parcels within the City limits. We are leading the community outreach and stakeholder workshops for all elements of the waterfront, and working with business owners, residents, permitting agencies, and local interest groups. The goal of this effort is to perform a high-level assessment of all properties along the waterfront within the City limits to identify potential opportunities for enhancing public access to the waterfront, as well as identifying potential opportunities for mutually beneficial public/private partnerships and/or acquisition. Potential opportunities, among others, include expansion of public waterfront parks and access trails, creation of new watercraft access sites (canoe, kayak, etc.), creation and/or acquisition of a municipal marina facility, improved ADA compliance, improved connections between adjacent neighborhoods and the waterfront, and facilitation of the long-term harbor planning and dredging efforts.

#### EVANSTON LAKEFRONT MASTER PLAN

While with EDAW AECOM, Mr. Weykamp served as Principal in Charge and led the combined design and engineering team in the development of a master plan to implement the Lakefront Vision, including an extensive public involvement process and the development of strategies to expand biologically diverse native habitats, improve the durability of the built environment, and apply improved stormwater management techniques while reducing maintenance and environmental impacts.

#### ANGUILLA SUPERYACHT TOURISM MASTER PLAN,

Edgewater Resources was asked by the Government of Anguilla to explore the feasibility of creating a megayacht marina tourism industry plan for the entire country. In order to fully assess the feasibility of building megayacht marinas in Anguilla, Edgewater conducted research and developed recommendations based in

the following areas: Marina Market Analysis, Site Analysis and Evaluations for all Five sites: Environmental Summary, Wildlife Summary, Sea Level Rise, and Development Economics. Following completion of the Feasibility Study, Edgewater was subsequently contracted by the Government of Anguilla to lead the development and investor efforts of the approved marina locations to bring a new industry to the island of Anguilla. As Principal in Charge, Mr. Weykamp led the design and planning aspects of the project.

#### **BELIZE WATERFRONT DEVELOPMENT**

This private Eco-Resort and Marina is located on the Placencia Peninsula in Southern Belize, Central America. Edgewater Resources was engaged to re-position and develop the 650-acre site, which features a mile long sandy beach on the Caribbean Sea. The project includes 34 Ocean front home sites, 48 Ocean front Condos and 24 Marina Condos. The Resort will feature a 96-slip marina, with direct access to the Caribbean Sea. Phase II plans for a boutique hotel along with three additional mid-rise buildings and additional Marina Condominiums. In addition to carving out 500 acres dedicated as a nature preserve, Edgewater Resources has carefully planned and integrated the landscape to create a residential community nestled within the native habitat of coastal Belize. As Principal in Charge, Mr. Weykamp led the design and planning of all aspects of the project.

#### **CENTENNIAL OLYMPIC PARK, Atlanta, Georgia**

Design and implementation of a 21-acre urban park between the Georgia World Congress Center/Convention Center, the downtown exhibition centers and Coca-Cola world headquarters. The park was adopted for temporary use during the celebration of the Centennial Olympic Games.

#### **DISNEY'S BOARDWALK RESORT**

Landscape design services for a 900-room themed resort designed in the style of an old New England lakeside village.

#### **DISNEY'S CORONADO SPRINGS RESORT**

Landscape architecture services for a 1,920-room moderate resort and convention center Walt Disney World.

#### **NEWINGTON, THE OLYMPIC VILLAGE, SYDNEY, AUSTRALIA**

The overall goal of the Village and its landscape component has been the creation of a "Village in the Park" that will be sustainable in all aspects and provide high standards of amenity and lifestyle opportunities for its 6,000 residents. The Village will have a very permeable open space system featuring Australia's native plants and will have linear park connections to Millennium Park and Olympic Park, with a comprehensive trail system for pedestrians and bicycles

#### **PORT CARIBE SAN JUAN MEGAYACHT SHIPYARD**

The Port Caribe San Juan Mega Yacht Marina and Shipyards will redevelop a former US Navy graving dock into a world class dry dock maintenance, refit and overhaul facility. The project vision includes the development of two very high-quality marina yacht facilities, including a shipyard/refit facility that will renovate the former Navy dry-dock property into a world class refit operation on par with the best European facilities, and a world class superyacht marina facility located nearby in the historic San Juan downtown.

#### PORT CARIBE SAN JUAN SUPERYACHT MARINA

The Port Caribe San Juan Superyacht Marina will serve the largest vessels in the Caribbean, while providing high quality superyacht facilities both on landside and water. The land side will include a yacht club with swimming pool and amenities to cater to superyacht owners, their crew and suppliers. Additionally, housing will be provided for crew members along with amenities such as a health club, entertainment venue and related facilities that will complement the adjacent Old San Juan commercial district.

#### LA PAZ MARINA SANTA CRUZ

Marina Santa Cruz, located just north of La Paz, will be Mexico's leading luxury mega-yacht marina and resort destination. Upland program elements include two resort hotel sites, hillside marina village with boutique hotel, luxury single family villas and condos. The marina program includes over 500 slips for vessels from forty to over three hundred feet, luxury floating homes and slips, a floating shore club/bar/grill and pool, fuel and service docks, full-service maintenance and dry storage for three hundred boats up to forty feet in length. This site is ideally located as a natural hurricane safe harbor and offers easy access to many of the local marine reserves and beaches throughout the Sea of Cortez. Edgewater's role has been as lead planners and engineers taking the project from visioning through MIA approvals.

#### SOUTH HAVEN YACHT CLUB

The South Haven Yacht Club is a successful and historic facility that is planning for the future of the club through a comprehensive site analysis, building condition assessment, and planning process to make the most of the existing site. Services included architectural design for renovations of the existing club, as well as concepts for a new, larger facility and site planning for expanded marina elements, sailing club, parking renovations, and fuel system. As Principal of the design team, Mr. Weykamp led the design and planning of all aspects of the project.

#### PENTWATER YACHT CLUB

Edgewater Resources is assisting the Pentwater Yacht Club, a historic facility located on Pentwater Lake adjacent to Lake Michigan, in planning for the next major renovation of its historic building. Services include architectural design concepts for renovations of the existing club, as well as concepts for a new, larger replacement facility that maintains the character of the existing structure. Additional efforts included wave attenuation design. As Principal of the design team, Mr. Weykamp led the design and planning of all aspects of the project.

#### MUSKEGON YACHT CLUB

The Muskegon Yacht Club experienced significant damage to their floating wave attenuator and dock system during a 2019 spring storm. Edgewater Resources was engaged to establish a plan to repair and reconfigure the existing floating wave attenuator to minimize the likelihood of future damage while maintaining as much wave attenuation performance as possible, within a tight budget. As Principal of the design team, Mr. Weykamp led the design and planning of all aspects of the project.

#### KENOSHA YACHT CLUB

Edgewater Resources assisted the Kenosha Yacht Club in planning for alternate strategies to address the impending end of their land lease. Strategies included

relocation to an improved site adjacent to a nearby marina, and renovation strategies and expanded community boating services aimed at encouraging the City of Kenosha to renew their existing lease. As Principal of the design team, Mr. Weykamp led the design and planning of all aspects of the project.

#### SPRING LAKE YACHT CLUB

Edgewater Resources prepared a harbor and waterfront master plan to help Spring Lake Yacht Club provide a safe harbor for their youth and community sailing programs. This required complete reconfiguration of their existing docks and installation of a floating wave attenuator to create calm basin to allow for safe boating activities.

#### LUDINGTON HARBOR VIEW MARINA ASSESSMENT

Edgewater Resources completed a condition assessment and development recommendations to facilitate the post-lease transfer from a public-private-partnership back to the State of Michigan. The 25 year old facility was constructed by a private operator in partnership with the state, and this project outlined the immediate improvements necessary for state operations to begin, as well as future development recommendations for the use, operation, and renovation of the facility.

#### CITY OF WAUKEGAN WATERFRONT ACTIVE IMPLEMENTATION PLAN

The City of Waukegan commissioned a Master Plan in 2003 to help form a vision for future development of the downtown and lakefront. However, in the year 2015, many of the action items of this Master Plan had yet to be implemented. In July of 2015, the City of Waukegan, in cooperation with the Waukegan Park District and Waukegan Port District and with funding from the Great Lakes Restoration Initiative through the Illinois Coastal Management Program, tasked Edgewater Resources with the creation of an Active Implementation Plan as an effort to realize the vision of the original Master Plan.

#### WAUKEGAN PORT DISTRICT MASTER PLAN

The purpose of the Waukegan Port District Master Plan is to assess the existing conditions of the Port's waterfront properties, identify opportunities to enhance the economic vitality of the waterfront, improve the connection of the waterfront to downtown Waukegan, and present economically viable alternatives to make immediate and long-term improvements. The specific goals of the Master Plan include incorporating stakeholder participation to coordinate efforts and galvanize support, identifying future infrastructure needs and prioritizing projects based on that input, demonstrating environmental stewardship, incorporating green infrastructure, identifying sustainable alternatives to current operations, and considering economic development initiatives that provide a long-term funding source to implement these goals. As Principal of the design team, Mr. Weykamp led the design and planning of all aspects of the project.

#### CITY OF WAUKEGAN BEACH MANAGEMENT PLAN

The Waukegan's Beach Management Plan provides a clear vision and strategy for the management of Waukegan's beaches for residents and visitors, all within minutes of downtown. The study area is just one mile south of Illinois Beach State Park, home to over 650 species of plants, abundant wildlife, and the only remaining beach ridge shoreline left in the state of Illinois. The plan provides guidance for protecting the existing natural resources of Waukegan's public beaches and



### EDUCATION

Bachelor of Engineering Science  
Purdue University  
Master of Engineering Science  
Purdue University  
Post-graduate Studies in Geophysical Fluid  
Dynamics, University of Chicago  
PhD (abt) in Coastal Engineering  
University of Delaware

### REGISTRATIONS

Registered Professional Engineer  
State of Alaska  
State of Delaware  
State of Florida  
State of Illinois  
State of Indiana  
State of Louisiana  
State of Maryland  
State of Mississippi  
State of New York  
State of New Jersey  
State of Ohio  
State of Rhode Island  
State of South Carolina  
State of Washington  
State of Wisconsin  
Country of Cyprus - Special Presidential  
License

### BOARD CERTIFICATIONS

Academy of Coastal, Ocean, Port and  
Navigation Engineers  
Diplomate Coastal Engineer  
Diplomate Port Engineer  
Diplomate Navigation Engineer

### JACK C. COX, P.E., D.CE, D.PE, D.NE

Principal | Coastal Engineer | Director of Engineering

Mr. Cox is Senior Principal and Coastal Engineer for Edgewater Resources, where he directs the planning and design of large and complex waterfront and harborworks projects worldwide. He possesses internationally recognized credentials in research, engineering, and design of projects involving nearshore hydrodynamics, arctic and ice processes, harbor tranquility, breakwaters, fixed and floating marine structures, dredge material disposal, shore protection, port planning, marina design, and risk analysis. He is triple board certified in Coastal, Port and Navigation Engineering by the Academy of Coastal, Ocean, Port and Navigation Engineers, one of only thirty in the entire world so certified. He is a Professor of Practice and distinguished speaker on the topic of coastal engineering at the University of Wisconsin, and lecturer at both Purdue University and the US Naval Academy. His 45+ years of experience in the coastal engineering field spans a full range, from ecologically sensitive planning through final design and construction.

### ILLINOIS BEACH STATE PARK SHORELINE STABILIZATION , ZION, IL

Led design development of a six mile shoreline stabilization project to protect and enhance a highly eco-sensitive coastline on Lake Michigan. Employed a design approach to minimize any structural contact with the beach by using tuned offshore structures and introducing the concept of virtual shorelines. Directed numerical shoreline change modeling and large scale physical model testing to confirm/refine design. Integrated habitat enhancing features into breakwater design to create living shoreline.

### RYAN/WALTERS ATHLETIC CENTER SEAWALL, NORTHWESTERN UNIVERSITY, EVANSTON, IL

Directed the concept formulation and physical model testing of a double recurved seawall to protect the exposed lake side of the athletic complex. The design was developed to be functional at various water levels, to resist ice push, and to eliminate wave overtopping and splash that could endanger the building. Directed structural design of the precast concrete wall segments. Measured wave impact forces and overtopping phenomena for various test sections in a hydraulic flume. Developed final solution geometry.

### MARINA WAVE ATTENUATOR SYSTEM, BUFFALO HARBOR, NEW YORK,

Designed and model-tested an innovative ice-resistant sloping float wave attenuator system for conversion of a deep draft commercial slipway to function as a marina basin at Seaway Piers.

### MIDDLE BASS MARINA HAROBR AND BREAKWATER , OH

Examined wave transmission characteristics through a proposed jettied harbor entrance. Adjusted jetty length and orientation to reduce costs. Confirmed wave agitation levels at entrance mouth and resolved vessel safe maneuvering issues during storm events. Confirmed harbor agitation levels along wetland banks to verify bioengineering shore protection potential. Tested stability of crescentic pocket beach design

### LIGHTHOUSE CREEK SEDIMENTATION ABATEMENT STUDY, BERRIEN COUNTY, MI

Directed numerical modeling of sedimentation occurring at the mouth of Lighthouse Creek on Lake Michigan. Assessed cause of blockages forming across the discharge

## HONORS + AWARDS

Adjunct Professor of Practice in the Department of Civil and Environmental Engineering, University of Wisconsin

Assistant Director and Distinguished Lecturer for The Docks and Marinas Program, Department of Engineering Professional Development, University of Wisconsin

Board of Trustees of The Academy of Coastal, Ocean, Port and Navigation Engineers (ACOPNE) / Trustee for Navigation and Coastal Engineering

Inaugural Diplomate in The Fields of Coastal, Port and Navigation Engineering, ACOPNE/ASCE

US Representative and Deputy Chairman for The PIANC Recreational Boating Commission - 18 Years

Tsunami Technical Advisory Board, University of Washington

Patent Holder for "Quay Wall with Absorption Blocks and Interconnecting Flow Paths" Patent No.: US 9,896,814 B2,

Past Chairman for The ASCE Coastal Practice and Cold Regions Engineering Technical Committees

Principal Author and Lecturer for The ASCE Manual 50 for Planning and Design of Small Craft Harbors, the PIANC Marina Design Guidelines Manual and The International Marina Designer Training Program

Author of Fema Wave Overtopping and Propagation Theory and Methodology.

channel from upstream impoundment. Applied principal of intentional local sediment starvation to induce sedimentation mitigation. Modeling of sedimentation employed MIKE ST and LITPAC to explore location and nature of various structural interventions to trigger passive sediment depletion and clearing of the channel mouth at the beach.

### KENOSHA HARBOR SEDIMENTATION CONTROL, KENOSHA, WI

Directed numerical modeling of the sedimentation process causing shoaling of the Kenosha harbor entrance. Explored various intervention options to diminish or halt the shoaling including modifying the length and orientation of the entrance jetties. Also explored options for updrift capture of the sediment drift, either by using wave shadow to force tombolo formation and sand trapping, or by the use of updrift jetty spurs to redirect and trigger reverse coastal littoral currents.

### OGDEN DUNES SHORE PROTECTION, OGDEN DUNES, IN

Evaluated local littoral processes and wave impingement on a mile long community seawall. Performed forensic analysis of failing wall sections and forecast pending failures. Developed a design of a wave absorbing berm style revetment to serve as emergency buttressing of the seawall. Assessed runup and overtopping of old and new shoreline works. Developed design of a permanent revetment defense to be entombed into a coastal dune. Provided permitting support and expert services during litigation actions.

### OAK CREEK SHORELINE STABILIZATION. OAK CREEK, WI

Directed shoreline erosion and bluff retreat study. Addressed risk of bluff failure due to undercutting, exposure of contaminated soils near the bluff edge. Forecasted hazard and risk to the City's water supply intake due to high water levels and failure of a seawall due to end erosion effects. Evaluated a variety of shore protection solutions including pocket beaches, shoreline revetments and beach nourishment, based on effectiveness across a range of water levels and for various degrees of expected longevity. Led engineering of the final solution which integrated a revetted toe, topped by a public promenade and accessible by pathways.

### WHISTLING STRAITS SHORELINE NATURAL STABILIZATION, KOHLER, WI

Led study of bluff and beach erosion, and design of a natural mitigation approach to retain the intentional aesthetics of the Ryder Cup host's shoreline. Evaluated the coastal processes and local shoreline responses to identify areas where naturally occurring retreat could be allowed to continue without impacting course operations, and where physical protection needed be added. Developed a solution mix of natural pocket beaches and low profile wave absorbing stone revetments. Sought solution to be compliant and complementary with the evolutionary changes of the shoreline.

### SHORELINE STABILIZATION AND MARINA MASTER PLANNING, EUCLID OH

Led concept formulation and design of new living shoreline approach to bluff stabilization and shoreline restoration through the use of tuned offshore structures to direct and modify the existing littoral processes and patterns. Oversaw numerical and physical model testing of design solution addressing, waves, ice and ecological enhancement.



#### EDUCATION

Bachelor of Science, Civil Engineering with Honors, 1978

Michigan Technological University

#### REGISTRATIONS

Registered Professional Engineer

State of Illinois

State of Florida

State of Michigan

State of New York

State of North Carolina

Washington D.C.

State of Texas

State of Alabama

Belize

#### PROFESSIONAL AFFILIATIONS

American Society of Civil Engineers

Michigan Boating Industries Association

Association of Marina Industries

International Marine Institute

National Marine Manufacturers Association

Marine Industries Association of the Treasure Coast, Inc.

Treasure Coast Florida Association of Environmental Professionals

#### RONALD E. SCHULTS, PE

Principal/Chairman

Mr. Schults is recognized as one of the most notable waterfront and marina development experts in the world, and often speaks on the topic at national and international conferences. His combined passion for community development, coastal engineering, and sailing inspired him to focus on projects that help preserve our waterways and sustain the economic growth and vitality of waterfront communities across the United States and around the world. In 1979, he founded The Abonmarche Group and grew his international waterfront design group through more than 300 waterfront projects around the world. He has personally developed and financed multiple successful waterfront developments valued in excess of \$150 million and applies that real-world experience on behalf of clients and community partners who are working to create sustainable and responsible waterfront development projects.

#### PORT OF ROCHESTER MARINA

Principal Engineer for the planning and design of the Port of Rochester Marina project; a new active public waterfront park, public promenade, and a 180-slip marina on the Genesee River in Rochester, New York. Approved final design and engineering of site utility requirements, realignment of utilities and roads and specifications. Coordinated multi-agency approvals and site plan compliance for grant funding requirements. Oversaw dock structures and associated safety/utility components, design calculation/specification of dock freeboard buoyancy, stability, ADA compliance, clear/berth widths/spacing; calculation/specification for anchorage systems and component sizing; utility system design, calculation/specification and code compliance for electrical and potable water; shoreline protection design, sizing and construction administration.

#### ONE° 15 BROOKLYN MARINA REDEVELOPMENT

Principal Engineer for design and development of New York Harbor's newest upscale marina in New York Harbor. The project involved the creation of a new marina facility with full accommodations for vessels from small sailing dinghies to 200-foot megayachts. The project site is a former industrial shipping pier that was partially removed and repurposed into public park space, creating a unique set of challenges and design constraints. Due to its size and location, the project required detailed utility routing analysis and coordination with the surrounding public park to ensure compatibility with the current layout along with the park's proposed future improvements

#### NAVY PIER MARINA, NAVY PIER

This 100% transient marina along the northern edge of Navy Pier will become the newest waterfront gateway for transient boaters to world renowned, amenity rich Downtown Chicago and regional destinations on Lake Michigan. The Project consists of approximately 132 boat slips ranging from 26' to over 100' in length, containing approximately 6,460 lineal feet of flexibly designed dock space arranged to accept both large and small vessels.

#### PARADISE VILLAGE MARINA REDEVELOPMENT

Mr. Schults led the Edgewater Resources team in conducting a preliminary marina market analysis in support of the marina's goal to implement and operate a marina and sporting dry harbor. This analysis entailed a global study of the site including

### HONORS + AWARDS

Great Lakes Sea Grant Network "Great Lakes Outreach Programming Award," Sustainable Small Harbors Project  
2013 President's Award, American Society of Landscape Architects, Illinois Chapter, 31st Street Harbor, Chicago, Illinois  
ISS Fabien Cousteau Blue Award 31st Street Harbor, Chicago, Illinois  
AIA Chicago SustainABILITY Leadership Merit Award, 2012, 31st Street Harbor  
First Place, Engineering News Record Midwest "Best Projects" 2012, 31st Street Harbor  
2006 – Ernst & Young Award, Michigan Entrepreneur of the Year  
2005 – Ernst & Young Nominee, Michigan Entrepreneur of the Year  
1991 – Engineer of the Year, Michigan Society of Professional Engineers, Blossomland Chapter  
1988 – Business Expansion Award, Chamber of Commerce  
1998 – Employment Gold Award, Chamber of Commerce

### PUBLICATIONS + LECTURES

"Design for the Changing Water Levels" IMBC 2018  
International Marina and Boatyard Conference & Exposition; Speaker 2013  
"Urban Waterfronts" IMBC 2013  
"Water Levels" IMBC 2013  
"Waterfront Development Strategies" IMI 2011  
"A Case Study Harbor Village at Manistee Beach Development Manistee, MI" 2011  
"New Marina as Economic Catalysts" IMBC, 2011  
"Boating This Year and Beyond" and "Marina Vision," Great Lakes Boating, April 2009

storage capacity, mixed-use potential elements, lounge/restaurant, parking, restrooms/lockers/showers, and other boater services amenities. Edgewater then identified a preliminary design and budget for alternate marina fuel facilities at the existing site, with final design in early 2020.

### 31ST STREET HARBOR

Managed the dock structures and all associated safety and utility components, the design calculation/specification of dock freeboard buoyancy, stability, ADA compliance, clear /berth widths and spacing, calculation/specification for anchorage systems and component sizing; associated utility system design, calculation/specification, code compliance for electrical and potable water. Oversaw site inspection during construction.

### GATEWAY HARBOR

Led the marina engineering team in the development of a new 250 slip destination harbor for the Chicago Park District. Located adjacent to Navy Pier, the new \$55 million harbor project will reconstruct the historic Dime Pier structure and create a new publicly accessible pier providing views of the Chicago skyline. Key elements include improved pedestrian and bicycle connectivity to downtown Chicago and integration of extensive sustainable design strategies including reuse of existing structures, materials selection, habitat creation, alternative energy generation, and LEED Certified structures.

### 82 STATE OF MICHIGAN MUNICIPAL MARINAS

Ronald Schults has completed many marina feasibility studies, dredging, improvements and master plans for the state of Michigan. Some of these include, but are not limited to: Bay City, East Tawas, Cedar River, Grand Traverse, Harrisville, Mackinac Island, and more.

### ANGUILLA ISLAND MARINA FEASIBILITY

Edgewater Resources was engaged to conduct an island-wide megayacht marina Master Plan and Feasibility Study for five alternate sites around the Island of Anguilla. Edgewater evaluated existing site conditions, such as geography, coastal processes, environmental concerns, property ownership, property availability, existing infrastructure, proximity to amenities, and ability to augment tourism on the island.

### MARINA SANTA CRUZ RESORT

Mr. Schults is primary partner and facilitator between the land-owner and funding groups to implement construction of \$900M resort with Phase I funding of \$125M. The project is nearing completion of final approvals with the Federal Mexican MIA Process and also the submerged lands right. The project includes 500 super yacht slips to 400' in length, in addition to a 4-star hotel, condominiums, single-family bungalows, commercial facility, shipyard and marine repair facilities, wastewater treatment plant, water desalination plant, drystack and the like. The project is anticipated to begin construction Spring 2021. Mr. Schults serves as the Principal in Charge of the project for Edgewater.

### CAROLINE BAY MARINA REDEVELOPMENT, MORGAN'S POINT

As Principal-in-Charge, Mr. Shults provided leadership to the Edgewater Resources team that provided a marina market feasibility study, design, engineering and project management for a luxury marina and yacht club, accommodating vessels 30 - 300 feet in length. The Project began in 2014 and opened in Spring 2017 in time for the America's Cup Regatta.



#### EDUCATION

Bachelor of Science, Civil Engineering  
Michigan State University, 2011

#### REGISTRATIONS

Registered Professional Engineer  
State of Florida  
State of Idaho  
State of Indiana  
State of Michigan  
State of New York  
State of Ohio  
State of Wisconsin

#### PUBLICATIONS / LECTURES

"St. Joseph Coastal Study" FEMA Great Lakes Coastal Flood Study, 2012 & NOAA Great Lakes Coastal Resiliency Planning Guide, 2013

"Design & Construction of a Modern Floating Dock Facility" MSPE, Muskegon Chapter, 2015

#### AWARDS / RECOGNITION

Registered Professional Engineer  
2019 Young Leader Award, Marina Dock Age Magazine

#### COLIN HASSENGER, PE

##### PROJECT ENGINEER & PROJECT MANAGER

Colin Hassenger has a vast array of experience ranging from survey field work to shoreline protection design, marina design and construction oversight. Mr. Hassenger joined Edgewater Resources in 2011 and has since been extensively involved in numerous marina and waterfront projects. Mr. Hassenger has led the design and implementation of numerous waterfront projects ranging from private residential shorelines to 100+ vessel municipal marinas.

#### PORT OF ROCHESTER MARINA

The Port of Rochester Marina project includes the transformation of an underutilized asphalt parking lot and ship loading area into a new 180 slips marina serving both seasonal and transient boaters. As part of the overall project design team, Mr. Hassenger, acting as Project Engineer, performed the design and implementation oversight of the marine-based elements of the project along with coordinating their connectivity to the surrounding site infrastructure. The facility opened Spring 2016 and remained fully functional during the record high Lake Ontario water levels of 2017.

#### BUFFALO WATERKEEPER OHIO STREET LAUNCH

Edgewater Resources, as sub to Anchor QEA, provided preliminary design, site visioning, master planning, and final engineering for the project in order to ensure that the marine and landside elements were interconnected and complementary. The site elements included waterfront seating and observation area, walk in cartop boat launch, fishing pier boardwalk, hardscapes, and marine debris deflectors. The project site contained shallow bedrock and previous subsurface contamination which reduced the allowable construction methods and allowable disturbance. The project was been awarded and is scheduled to be constructed in 2021.

#### SAMPSON STATE PARK MARINA RENOVATION

The Sampson State Park Marina renovation project completely rebuilt this 90 slip marina on Seneca Lake, New York. Project elements included complete reconstruction of the fixed docks and utility infrastructure, fuel docks, sheet pile walls, and upland paths and landscape. New armor stone revetments at the harbor entry greatly improved the wave climate within the harbor

#### DERIVERA PARK PUT-IN-BAY B DOCKS IMPROVEMEMNT

The Derivera Park project includes Initial feasibility services to explore a variety of potential strategies for improving the facilities using either fixed docks, floating docks, or an appropriate combination of systems, and outline high level conceptual cost estimates, schedule implications, and potential permitting issues.

#### SENECA LAKE STATE PARK

The Seneca Lake Marina and Breakwater project will replace an existing twelve slip transient marina with a new 80 slip facility protected by a 300' long fixed breakwater on Seneca Lake, New York. The project included an initial market analysis, community outreach, USFWS BIG Grant funding, SEQOR permitting, and is now in final design and engineering.

#### BROOKLYN BRIDGE PARK MARINA

Mr. Hassenger worked to help create a new luxury marina in Brooklyn, New York as Engineer and Assistant Project Manager. The project involves the creation of a new marina facility with full accommodations for vessels from small sailing dinghies through 200'+ super yachts. The project site is a former industrial shipping pier that has been partially removed and repurposed into public park space, creating a unique set of challenges and design constraints. Due to its size and location, the project requires detailed utility routing analysis and coordination with the surrounding public park to ensure compatibility with the current layout along with the park's proposed future improvements.

#### DISCOVERY CENTER GREAT LAKES MARINA

The Discovery Center Great Lakes is home to a range of community and non-profit organizations interpreting historic shipping and boating on the Great Lakes. Mr. Hassenger served as Project Engineer. This project created the master plan for a completely renovated waterfront and marina to provide homes for a number of historic tall ships, wooden sailing vessels, and the Traverse Area Community Sailing program. In addition, several seasonal and transient slips will be made available for lease to help fund non-profit activities and offset the cost of construction.

#### TRAIL CREEK MARINA IMPROVEMENTS PROJECT

Mr. Hassenger served as Engineer and Assistant Project Manager and construction inspector for the replacement of a dilapidated shoreline with a new durable seawall to allow for easier access and parking accommodation for the marina's patrons. The project also addressed some significant utility and site infrastructure deficiencies to correct potential hazards and create modern services. Mr. Hassenger was actively involved in the project from inception through completion.

#### WASHINGTON PARK MARINA SAND RELOCATION PROJECT

Mr. Hassenger served as Assistant Project Manager and Engineer for the removal and relocation of over 7,000 cubic yards of material from within the marina basin. The project involved removing the material along with developing mitigation strategies to help reduce future maintenance requirements. Due to its potential influence on the adjacent waterway, the project involved significant communication and coordination with governing agencies to ensure compliance.

#### NEW BUFFALO SHORELINE ALLIANCE

New Buffalo Shoreline Alliance is a nonprofit organization formed to preserve and protect the beaches and shoreline of Lake Michigan in New Buffalo Township (Berrien Co.), and the neighboring cities. Edgewater Resources was retained to provide shoreline solutions for the lakefront. Strategies recommended include a major beach nourishment project utilizing sand dredged from the deeper waters of Lake Michigan, and placement of offshore rock structures carefully shaped and placed to direct the natural currents to deposit sand on shore in appropriate locations



### EDUCATION

Masters in Civil Engineering – Water Resources  
University of South Florida, Tampa, FL 2011  
Bachelor of Science, Chemistry  
Oakland University, Rochester, MI 2005

### PROFESSIONAL AFFILIATIONS

Professional Engineer  
State of Michigan, 2017

### CERTIFICATIONS

ASFPM CFM – Certified Floodplain Manager  
2015  
OHS 40-hour Hazwoper  
OHS  
NEPA Initial Course & Categorical Exclusions Training  
Indiana Department of Transportation  
Army Corps of Engineers 38-hour Wetland Delineators Training Program  
Richard Chen Environmental Training, Inc

### LINDSEY MATHUS, PE

Staff Engineer / Edgewater Resources, LLC

Lindsey Mathus has a wide variety of experience ranging from wind/wave studies to marina design and implementation. Ms. Mathus has also gained many years of experience working for a small business where she managed client/subcontractor relationships, performed engineering assessments, and conducted quality control inspections. Ms. Mathus joined Edgewater Resources in 2013 where her duties include marina and water resources engineering, site design, permitting, and coastal modeling. Since joining the firm, she has cultivated a variety of experience including bathymetric and topographic surveying, environmental permitting, marina site planning, shoreline stabilization, construction administration, project engineering, project management, shoreline protection, and wave modeling. Ms. Mathus is proficient in AutoCAD, AutoCAD Civil 3D, and MIKE 21.

### LIGHTHOUSE CREEK SEDIMENTATION ABATEMENT STUDY, NEW BUFFALO, MI

Directed numerical modeling of sedimentation occurring at the mouth of Lighthouse Creek on Lake Michigan. Assessed cause of blockages forming across the discharge channel from upstream impoundment. Applied principal of intentional local sediment starvation to induce sedimentation mitigation. Modeling of sedimentation employed MIKE 21 spectral wave (SW), Boussinesq (BW), hydrodynamic (HD) and littoral processes (LITPACK) modules to explore location and nature of various structural interventions to trigger passive sediment depletion and clearing of the channel mouth at the beach.

### NEW BUFFALO SHORELINE ALLIANCE, NEW BUFFALO, MICHIGAN

The New Buffalo Shoreline Alliance is a partnership of local communities and property owners along a five-mile stretch of Lake Michigan shoreline just north of the state line at the border of Indiana. This segment of shoreline is experiencing significant erosion due to sand starvation caused by the cessation of beach nourishment activities at the harbor structures at South Haven. Edgewater Resources has been engaged to facilitate the design and implementation of a system of offshore breakwaters designed to both protect the shoreline from wave energy and direct the deposition of sand from natural littoral drift into appropriate locations to further mitigate damage

### DISCOVERY PIER, TRAVERSE CITY, MICHIGAN

The Discovery Center Great Lakes is home to a range of community and non-profit organizations interpreting historic shipping and boating on the Great Lakes. This project created the master plan for a completely renovated waterfront and marina to provide homes for a number of historic tall ships, wooden sailing vessels, and the Traverse Area Community Sailing program. In addition, a number of seasonal and transient slips will be made available for lease to help fund non-profit activities and offset the cost of construction.

### BROOKLYN BRIDGE PARK MARINA, BROOKLYN, NEW YORK

New York Harbor's newest luxury marina is in Brooklyn Bridge Park, in Brooklyn, New York. The project involved the creation of a new marina facility with full accommodations for vessels from small sailing dinghies through 200'+ super yachts. The project site is a former industrial shipping pier that has been partially removed and repurposed into public park space, creating a unique set of challenges and design constraints. Due to its size and location, the project requires detailed utility routing

analysis and coordination with the surrounding public park to ensure compatibility with the current layout along with the park's proposed future improvements.

#### GREEN BAY SOUTH SHORE MARINA – NRDA PROJECT, GREEN BAY, WI

Conducted community involvement meetings with key stakeholder groups including agencies, owners, and community groups for design input. Developed design for emergent offshore breakwater and marine habitat structures to prevent sedimentation nearshore, restore the shoreline, provide habitat for aquatic species, and protect the shoreline from wave impacts. The upland area is to be restored and include a bioswale to manage stormwater runoff before entering lower green bay.

#### HISTORIC OTTAWA BEACH MARINA PHASE I RECONSTRUCTION

The Historic Ottawa Beach Marina Phase I Reconstruction project involves the modernization and “right-sizing” of the facility including fixed dock construction, utility upgrades, revetment construction, parking lot and upland improvements, addition of transient slips and dock/structure removal of existing marina facility. A significant amount of funding for the project was secured through the Boater Infrastructure Grant (BIG) program. The goal of this effort was to guide the future development of the harbor to provide modern boating amenities, improve accessibility, respond to boater preferences on the Great Lakes and Lake Macatawa, integrate the harbor with the goals of Ottawa County Parks and Recreation Commission, and create a financially realistic phasing plan to see the vision through to implementation.

#### CHICKAMING TOWNSHIP SHORELINE, CHICKAMING TWP, MI

Chikaming Township retained Edgewater Resources to review the ongoing and future proposed shoreline protection projects on private parcels within Chikaming Township, in particular those projects located near Township owned properties such as Cherry Beach.

#### SILVER BEACH SHORELINE, ST. JOSEPH, MICHIGAN

Edgewater Resources surveyed the shoreline and worked with the regulatory agencies to approve an emergency shoreline that could be implemented both immediately and effectively. The emergency shoreline strategy consisted of an armor stone revetment for the majority of the project area and a section of temporary sand barriers called HESCO barriers. The project was designed to be conducive to the short and long-term goals regarding public recreation needs, public safety, and protecting important infrastructure. The Owner wanted to construct the emergency work as soon as possible due to the threat of Fall and Winter storm activity on the adjacent roadway and upland infrastructure. Edgewater Resources was able to obtain permits within 3 weeks and solicited bids from contractors simultaneously. The project was awarded upon permit receipt and was completed within a month while under the project budget.

# Methodology and Technical Approach



## Project Understanding and Approach



We understand that the goal of this project is to determine the feasibility of a new deep water marina on South Padre Island that will expand access to the Laguna Madre, increase access for larger boats in the area, and serve as an economic catalyst for the community while improving the quality of life for residents and visitors alike. This effort will include a marina market analysis, assessment of potential marina sites, physical feasibility and concept level cost estimates, and a business plan outlining development costs, rate structures, revenues, operational costs, financing, and implementation strategies. We will also estimate direct and indirect economic impacts on the community from the development of the facility.



In order to ensure the long term economic viability of the marina, a key element of the project will be the completion of a marina market analysis that will help determine the appropriate slip size and mix, transient/seasonal ratio, market rate structure, and the utilities and amenities required to be competitive in the local market. The market analysis will inform the physical feasibility analysis, which will assess the environmental impacts and permitting requirements, as well as the physical conditions that will impact the cost of developing the necessary shoreline protection and marina infrastructure. These elements will be considered together to assess costs and revenues, and a range of potential operational strategies will be developed to help the South Padre Island EDC to fully understand the most beneficial long term operational plan.

A key element that sets our team apart is that we are lifelong boaters and owners/operators of marinas, in addition to our professional skills in marine engineering, planning, and design. As we regularly race in sailing regattas, fish, and cruise, we understand all facets of boating from the boater's perspective. As part of our marina market analysis, we will engage directly with local boaters to be sure we understand the intricacies of the Laguna Madre and Gulf of Mexico, and what drives boaters to visit some areas and avoid others.



It will be important to define a clear market position for the proposed marina that takes into consideration the offerings of other public and private marinas in the region and focus on the assets South Padre Island has to offer over other regional destinations.



We have completed dozens of marina market analyses over the last ten years, including extensive and detailed marina market analyses for municipal and private facilities. We will develop a clear understanding of the boating market in the broader South Padre Island region through site visits, market research, and direct interviews that will provide a sound basis of comparison as we collect current data specific to South Padre Island. We will then supplement this information with regional market data we have collected over the last ten years to identify regional trends from both the operator and boater perspectives to provide a regional context.



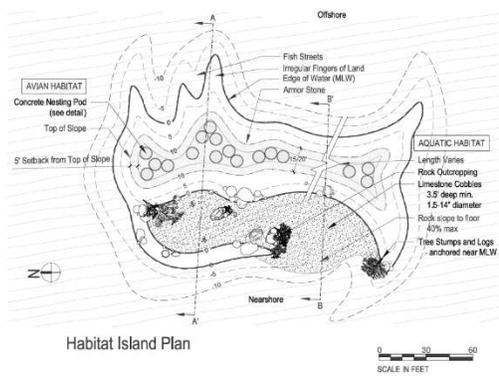
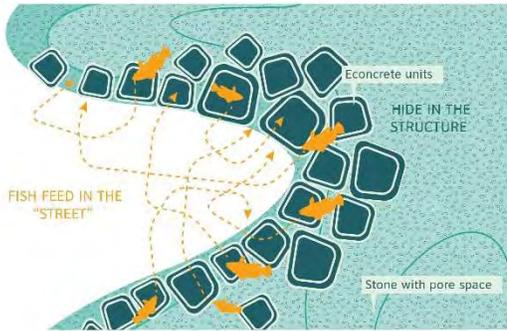
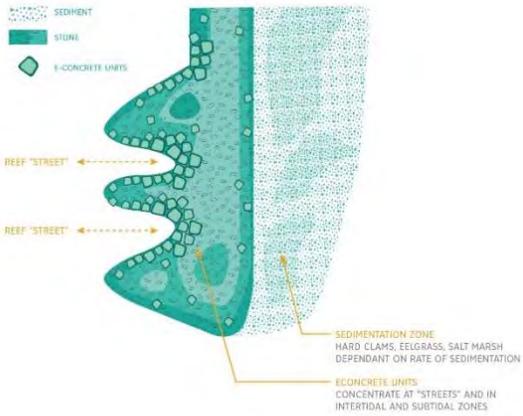
The principals of Edgewater Resources are regular presenters and instructors at national and international marina conferences such as SOBA, Docks Expo, and IMBC, as well as regular contributors and authors of articles for marina trade publications. As we are also completing feasibility studies for similar projects across Mexico, Central America, and the Caribbean, we have a deep and current understanding of the market conditions across the broader region and transient boating community.



We have collected direct survey feedback from literally thousands of boaters that help us to better understand constantly evolving trends in boating, including the specific elements of marinas and harbors that are most important to the boater. We are also at the forefront of emerging trends including the future electrification of boat propulsion, electric shock marina safety, and boat sharing.

### Expanding Access

We firmly believe that the waterfront should be accessible to everyone regardless of age, income, or ability. While this includes elements of accessibility from an ADA perspective, what we really focus on is how to get more people on the water by making boating more affordable. In most waterfront communities like South Padre Island, we have found that a surprisingly small percentage of the local community have ever been out on a boat from their hometown. As part of the marina design and operational strategy, we recommend that public facilities go beyond incorporating accessible paddlecraft launch facilities to consider including affordable paddlecraft rental options. Additionally, boat clubs and boat rentals that offer training can make boating much more affordable and inviting, especially for those who did not grow up boating. From a financial perspective, this can also be very beneficial to the bottom line, and we can share case studies from well-integrated public parks and



marinas where paddlecraft and boat rentals made up nearly 50% of marina revenues – at very affordable hourly rates from \$10-\$15 so nearly anyone can participate.

### Environmental Sustainability

Sustainability in harbor and marina design must consider everything from water quality and habitat to materials selection and energy consumption. Our work has been awarded the Fabien Cousteau Blue Award, one of the highest honors in environmental sustainability for harbor design, and we incorporate the principles of sustainable design in every facet of our work.

Starting with the harbor design itself, we will design the shoreline protection system to be oriented to reduce the volume of materials needed and to integrate seamlessly with the natural littoral drift patterns to take advantage of natural currents to reduce the need for dredging and direct sediments to desirable areas. This reduces upfront and long-term operational costs, while also allowing us to maintain very high water quality and expand aquatic habitat.

Within the harbor, we will orient the slips to respond to the wave climate in such a way as to reduce the size of the necessary wave attenuation structures to the extent possible and utilize materials that are more environmentally sound and durable. From an energy perspective, we will go beyond individual metering and LED lighting to incorporate passive solar and renewable energy generation on site if appropriate, incorporating the lessons we are learning in the ongoing design of Adelaide Pointe Marina, which we are currently designing to become the first energy positive marina in the United States.

### Economic Revitalization

Marinas are significant economic catalysts, and we will estimate the direct and secondary economic impacts along with job creation potential. This activity will help spur adjacent development activity and could attract the private sector to a public private partnership which could help fund the construction of the marina directly or indirectly through generation of additional tax revenues.

## Scope of Work



### TASK ONE – PROJECT INITIATION

We will work with the South Padre Island Economic Development Corporation (SPI EDC) to establish a project steering committee and facilitate a series of meetings including local city representatives, including the following:

- **Project Initiation:** A project kick-off meeting will be held to review the project scope, project requirements, roles and responsibilities.
- **Site Investigation:** A second meeting will be held to review site conditions, identify new information needs and next steps; and transfer any information to the consultant who would assist in completion of the project.
- **Public Information Meetings:** If desired, we will facilitate up to three public meetings to engage the community in the design process. The purpose of these meetings is to gather boater and community input and build community support for the project while ensuring the design team has the detailed local knowledge necessary to ensure project success.

Deliverables:

- Meeting summaries prepared, with note of agreements/understandings reached, and distributed to meeting participants.



### TASK TWO – SITE RECONNAISSANCE

#### *Task 2.1 – Data Collection*

We will collect available background information from SPI EDC and local City staff on the existing waterfront area, including but not limited to:

- Existing survey data, including property boundaries
- Property descriptions, aerial photography
- Existing drawings, master plans, and documents
- Existing historic photos, architectural plans and details
- Programming information, demographic and use data
- Traffic/parking data
- Background reports, utility data
- Soundings/underwater topography and/or surveys
- Soil borings in the shoreline area or in the water if available
- Environmental data



Deliverables:

- List of additional project data needs to the SPI EDC
- Meeting notes



### Task 2.2 Site Reconnaissance, Inventory of Existing Conditions

We will conduct site-specific reconnaissance of potential marina sites within the City of South Padre Island. Work shall include, at a minimum, identification and mapping of the following:

- Ownership status of all lands to be considered in the design
- Manmade structures, buildings, or facilities on or adjacent to the site
- Transportation/circulation systems (truck, car, bus, ferry, train, pedestrian, bicycle, etc.) that serve or are located near the site
- Adjacent land and water uses
- Historic and archeological resources
- Available Topography and public LIDAR hydrology
- Natural resources, including shoals and other significant ecological resources
- Analysis of site constraints, needs and opportunities
- State and Local Permitting Requirements and Considerations

#### Deliverables:

- Map(s) and written summary describing the above information and any other appropriate information identified during the project kick-off meeting.

## TASK THREE – MARINA MARKET ANALYSIS

We will prepare a marina market evaluation to determine the appropriate slip count and slip size demand, as well as the number of docks, size and type of docks, boat amenities needed. The evaluation will be used to inform the schematic design of the docks and the accompanying boat amenities.

The marina market analysis will assess the current state of the recreational boating market in the South Padre Island region with an emphasis on the lower Laguna Madre regional market to identify trends and information that will guide the future development of this facility. The primary goal is to determine what boaters need and want in a marina (slip size/mix, waiting lists/demand analysis, amenities, facilities, seasonal/guest slip mix, etc) and what will allow the proposed marina to best serve this boating market. Additionally, the data will identify slip rates and provide other useful financial information that will benefit the managers of the facility.

We will survey and document the relevant local and regional marinas in the lower Laguna Madre region to identify the following:



- Slip count, size, mix, seasonal/guest mix, occupancy, rates, and waiting lists
- Mooring types, rack storage, and storage facilities
- Facility conditions, boat launch, showers/restrooms, boater lounge, ship's store, WiFi, and parking
- Utilities, including shore power, water, pump out, fuel, cable and phone
- Services, including lift/hauling, repairs, and rental.

We will also provide information on evolving national trends identified in our recent broader market surveys of dozens of marinas across the country. This will provide a helpful context that will help us better understand the local data collected specifically for this project. Our analysis of available waiting list and occupancy data will determine the specific slip sizes that are in demand. The analysis will also identify relevant impacts on demand due to pricing, amenities, and services provided.



Deliverables:

- Marina Market Analysis, including:
  - Marina Survey Data
  - Pricing / Amenity Analysis
  - Slip Size and Mix Analysis



#### TASK FOUR – PHYSICAL FEASIBILITY AND COST ESTIMATES

Based on the information developed in the tasks outlined above, we will prepare up to three alternative schematic designs in multiple locations within the study area that consider and summarize the following:

- Future slip counts, size, and mix, as well as seasonal/guest ratio
- Amenities, Utilities, and Accessibility
- Interface with adjacent parks, residential, and business areas
- Concept Level Construction Cost Estimates

We will facilitate a public meeting where the concept design alternates are presented to the community for public comment, and SPI EDC shall then select one of the alternative schematic designs as the basis for further refinement and feasibility analysis. We will then refine the preferred plan elements into a single consensus master plan for further review with the public. We will prepare refined cost estimates and utilize the consensus plan as the basis of the marina financial analysis.



#### Deliverables:

- Three Alternative Concepts
- Refined Consensus Master Plan
- Cost Estimates
- Documentation of meetings

### TASK FIVE – FINANCIAL ANALYSIS

The marina financial analysis will examine the financial viability of the schematic alternatives and review alternative funding sources. The plan will assess construction costs based on the physical master plan prepared and estimate operating expenses based on the facilities, services, and amenities proposed. Realistic occupancy and slip rates will be identified based on the market analysis and the potential revenue stream/cash flow of a renovated marina will be determined. The preliminary economic model will identify a static (one year) relationship of revenues and expenses. The objectives of this work would be to identify:

- Operational marina cash flow, analysis of revenue and expenses
- Proposed marina rates for renovated/expanded project relative to level of service, ie, transient slips, seasonal slips, day docks, etc.
- Proposed annual marina cash flow for renovated/expanded project (static relationship), including proposed revenue and expenses.



#### Deliverables:

- Marina financial plan
- Static (one year) analysis
- Proposed rate structure
- Operational strategy analysis
- Marina programming analysis

### TASK SIX – FINAL MARINA FEASIBILITY STUDY

We will prepare the final marina feasibility report incorporating and clearly communicating the findings of the planning process, including addressing public feedback and stakeholder comments. The report will include a detailed assessment of the economic impacts of the proposed deep water marina. This will include a detailed implementation strategy that considers funding, phasing, and long term operations.

#### Deliverables:

- Draft Feasibility Study Report
- Final Feasibility Report





# Cost Proposal



## Project Schedule

We believe this effort can be completed within a period of four to five months, depending primarily upon the public outreach and client review schedule. Our process includes early meetings with agency staff to review their potential concerns as initial schematic concepts are being developed, supported by an ongoing collaborative process that addresses agency concerns in real time as the plans evolve.

## Fees

We propose to complete the services outlined in this proposal on an hourly basis that will not exceed the budgets outlined below without prior written authorization. Customary expenses for travel and printing will be reimbursed at the cost incurred with no additional markup, in addition to the fees outlined below.

For example, this scope of work includes three visits to South Padre Island to complete the necessary fieldwork and suggested presentations, and we will coordinate our proposed public meetings to align with these visits. Additional meetings could be held locally in South Padre Island, or we could facilitate some of these meetings using online web meeting tools at a lower cost. Some communities prefer to hold off on the public meeting process until initial feasibility is determined, which could also reduce costs in the initial phases of work. If you find our team to be the most qualified to complete this effort, we are open to further discussions on how to refine our proposed scope of work to best meet your needs and budget.

Task One – Project Initiation:	\$ 3,800
Task Two – Site Reconnaissance:	\$10,000
Task Three – Marina Market Analysis:	\$ 8,000
Task Four - Concept Alternates and Cost Estimates:	\$10,000
Task Five – Marina Financial Analysis:	\$ 5,000
Task Six - Final Marina Feasibility Study:	\$12,000
<b>Total:</b>	<b>\$48,800</b>

## Reimbursable Expenses

We suggest a budget of \$6,500 for printing and travel expenses.





# Certification







**CITY OF SOUTH PADRE ISLAND  
CITY COUNCIL  
AGENDA REQUEST FORM**

**MEETING DATE:** June 2, 2021

**NAME & TITLE:** Alex Sanchez, Public Works Director

**DEPARTMENT:** Public Works Department

**ITEM**

Discussion and action to approve the budget amendment from excess reserves for \$776,639.00 to purchase City Vehicles for various departments. (Sanchez)

**ITEM BACKGROUND**

In 2017 a DMAIC process was done for all City Fleet vehicles. Through this process, a tool was created to track all the vehicles and determine which would need to be replaced—each quarter and the vehicles are reassessed. A total of 14 vehicles were identified, of which City Council approved two vehicles on May 5, 2021. The older vehicles get, the more repair and maintenance are needed for these vehicles. Since 2017, the vehicle has been replaced, and the repair and maintenance have gone down since then.

**BUDGET/FINANCIAL SUMMARY**

Increase line item 01-540-1007 by \$631,100.00

Increase line item 03-597-1007 by \$30,00.00

Increase line item 60-560-0420 by \$115,539.00

**COMPREHENSIVE PLAN GOAL**

Goal 1: Continue to provide adequate public service, including public works, fire, and police protection.

Goal 2: Continue to coordinate fiscally responsible and well-managed growth with the provision of adequate public facilitated and service.

**LEGAL REVIEW**

Sent to Legal: No

Approved by Legal: No

**RECOMMENDATIONS/COMMENTS:**

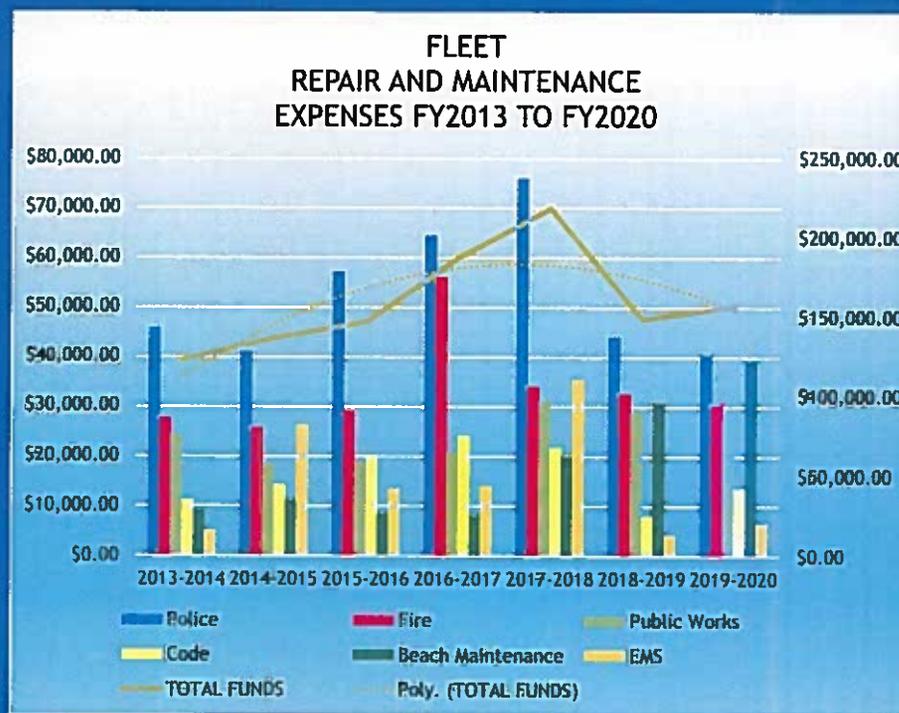
Recommend approval

# FLEET UPDATE

2021



# MEASURE - REPAIR AND MAINTENANCE EXPENSES



As vehicle replacement increase, repair and maintenance cost goes down

# ANALYZE - F.E.A.T. (Page 1 of 5)

2017 FLEET EVALUATION & ANALYSIS TOOL													
Item Description Make and Model	Year	Vehicle ID#	Department	Vehicle Grade	IWD RC	YRS	Mileage (Hours)	Comments	Last Year (2016) Repair Cost (RC)	Replacement Value (RV)	Salvage Value (SV)	Mileage/Hr (Lifespan)	RC/RV (5%-5%)
John Deere U-101	2013	BM-17	Maintenance	2	11.8	4	1736	no major problems noted	\$563.24	\$20,000.00	\$9,000.00	34.76%	0.80%
New Holland T2.120	2017	BM-18	Maintenance	0	7	0	16	New Tractor	\$0.00	\$85,000.00	\$85,000.00	0.20%	0.00%
Case IH 8255	2015	BM-19	Maintenance	1	8.2	2	19810	no major problems noted on right front loader	\$772.54	\$40,000.00	\$22,000.00	14.18%	2.45%
Case IH 8255	2016	BM-20	Maintenance	1	9.4	4	20343	no major problems noted and under repair. If not in the shop for repairs weekly has had engine replaced and front recent replaced cost 1,500 (Front Park Brake)	\$1,174.75	\$40,000.00	\$20,000.00	21.67%	2.98%
McCormick Land N Park P4413 F-150 4X4	2014	BM-17	Maintenance	2	6.2	1	654		\$18,000.00	\$18,000.00	\$7,500.00	0.47%	12.80%
Case IH 8255	2015	BM-19	Maintenance	2	5.3	2	12946	no major problems noted and under repair	\$136.07	\$35,000.00	\$15,000.00	9.23%	0.25%
Heath Tools	2010	BM-25	Maintenance	2	4	7	539	minor rust on hyd. Cylinders	\$403.20	\$40,000.00	\$20,500.00	0.40%	0.93%
ProTamer Recycling Trailer	2010	CT-01	Environmental Health	3	11	7	NA	no major problems	\$0.00	\$15,200.00	\$8,700.00	n/a	0.00%
ProTamer Recycling Trailer	2010	CT-02	Environmental Health	3	11	7	NA	no major problems	\$0.00	\$15,200.00	\$8,700.00	n/a	0.00%
Manager UTV	2010	CT-10	Environmental Health	3	20.4	7	271	major rust overhaul swing frame. Used by staff	\$1,305.66	\$14,000.00	\$8,000.00	7.15%	0.33%
Police Manager UTV	2013	CT-13	Environmental Health	3	15.2	4	1566	major rust and overloaded swing frame. (SMALL)	\$1,060.85	\$14,000.00	\$11,000.00	19.30%	14.03%
Police Manager UTV	2013	CT-14	Environmental Health	3	14.4	4	1553	major rust and overloaded swing frame. almost had to be replaced (SMALL)	\$7,017.04	\$14,000.00	\$11,000.00	44.41%	34.37%
Police Manager UTV Ford F-150 4x4 Crew Cab	2013	CT-13	Environmental Health	3	14.4	4	1861	engine left cracked up, major rust and overloaded swing frame	\$1,305.66	\$14,000.00	\$11,000.00	23.26%	0.33%
Land F-150 4x4	2016	CT-01	Environmental Health	1	1.2	1	1966	no major problems noted	\$656.00	\$40,000.00	\$13,750.00	88.80%	1.04%
Food Manager	2008	CT-01	Environmental Health	3	23	9	6733	major rust fuel system had thermostat	\$450.00	\$40,000.00	\$33,750.00	1.80%	1.13%
Food Explorer Sport	2008	CT-02	Environmental Health	2	12	0	6437	major rust no major problems	\$240.84	\$25,000.00	\$11,000.00	45.23%	0.86%
Food Manager	2008	CT-03	Environmental Health	3	22.5	2	7122	major rust had chassis. RPT AC 113 with CE-1	\$731.32	\$25,000.00	\$5,250.00	30.21%	2.14%
Food Manager	2008	CT-04	Environmental Health	2	13.2	0	6736	no major problems noted	\$181.33	\$25,000.00	\$5,000.00	26.56%	0.23%
Food Manager	2008	CT-05	Environmental Health	2	23.4	4	6678	major rust water leaks into cab RPT AC 113 with CE-1	\$670.76	\$25,000.00	\$5,000.00	57.86%	0.28%
Food Manager	2008	CT-06	Environmental Health	3	24.6	8	10598	major rust water leaks into cab RPT AC 113 with CE-1	\$1,000.76	\$25,000.00	\$4,000.00	73.41%	0.28%
Case IH 8255	2015	BM-19	Maintenance	1	14	8	18933	no mechanical or electrical problems noted	\$450.25	\$40,000.00	\$18,000.00	26.25%	0.67%
Total Equipment	2017	277-10	Equipment	4	2.4	0	1760	New Vehicle	\$0.00	\$30,000.00	\$30,000.00	0.18%	0.00%
Total Equipment	2016	277-10	Equipment	7	7	1	3741	no mechanical or electrical problems noted	\$141.00	\$30,000.00	\$20,500.00	36.72%	0.17%
Total P-260 Equipment	2017	277-10	Equipment	2	9.8	14	3831	no mechanical or electrical problems noted	\$33.77	\$30,000.00	\$11,000.00	27.30%	0.00%

# Maintain Grade 2 or better

## Priority: General Funds

- Medic-2 \$ 171,500 (Ambulance)
- FD-05 \$ 47,500 (Responder)
- FD-06 \$ 47,500 (Responder)
- FD-07 \$ 47,500 (Responder)
- PD/F-92: \$ 45,000 (Patrol)
- PW-46: \$ 42,000 (Stakebed - Body Only)
- PW-34 \$ 46,500 (Facilities)
- PW-01 \$ 48,050 (Service Truck)
- PW-02 \$ 42,000 (Stakebed - Body Only)
- PW-08 \$ 48,050 (Service Truck)
- PW-09 \$ 33,000 (Janitorial)
- Total: \$ 618,600

## Priority: Beach Funds

- BM-17: \$ 85,000
- Total: \$ 85,000

## PUBLIC WORKS - GROUNDS MAINTENANCE



Cutting grass along sidewalks from Convention Centre to Shores

Cut John L. Tompkins Park grass

Spread fertilizer



80% venue tax, 20% general funds

Total Cost: \$37,500 includes undercoat

# Maintain Grade 2 or better

## Priority: General Funds

- Medic-2 \$ 171,500 (Ambulance)
- FD-05 \$ 47,500 (Responder)
- FD-06 \$ 47,500 (Responder)
- FD-07 \$ 47,500 (Responder)
- PD/F-92: \$ 50,000 (Patrol)
- PW-46: \$ 42,000 (Stakebed - Body Only)
- PW-34 \$ 46,500 (Facilities)
- PW-01 \$ 48,050 (Service Truck)
- PW-02 \$ 42,000 (Stakebed - Body Only)
- PW-08 \$ 48,050 (Service Truck)
- PW-09 \$ 33,000 (Janitorial)
- Total: \$ 623,600

## Priority: Beach Funds

- BM-17: \$115,539
- Total: \$115,539



Medic - 2

**SALES AGREEMENT**

PLEASE ENTER MY ORDER FOR THE FOLLOWING:

New  
 YEAR 2020 MAKE/MODEL Chevy C-3500 Gasoline COLOR White  
 TO BE DELIVERED ON/ABOUT Jun-21

VIN Not Available

<b>2020 Medix ME 153</b>		
Chevy Gasoline	\$	150,270.00
Stryker Power Load	\$	23,000.00
Graphics	\$	5,000.00
<b>PRICE INCLUDES:</b>		
Delivery		
<b>Price</b>	\$	178,270.00
<b>Tax</b>	0	
Vehicle Inventory Tax	\$	347.06
TITLE APPLICATION FEE:	\$	-
REGISTRATION:	\$	-
STATE INSPECTION:	\$	7.00
DELIVERY FEE:	\$	-
<b>TOTAL</b>	\$	178,274.06
<b>DOWN PAYMENT/TRADE IN</b>		-2500
Fan Discount		-5000
<b>BALANCE DUE</b>	\$	171,124.06

**DATE:** 04/14/2021

**PURCHASER:** City of South Padre Island  
**ADDRESS:** 106 W. Retama  
**CITY/STATE/ZIP:** South Padre Island, TX  
**CONTACT:** Oziel Garcia  
**PHONE:** 956-739-9536  
**FAX:**  
**EMAIL:** ozielg@myspi.org

**TRADE IN INFORMATION:**  
**MAKE** Wheeled Coach **YEAR:** 2012  
**MODEL:** Ford **BODY STYLE:** Type 1  
**MILEAGE:** 200 +  
**VIN#**  
**USED VEHICLE ALLOWANCE:** \$ 2500

The front of this order comprises the entire agreement affecting this purchase and no other agreement or understanding of any other nature has been made or entered into, or will be recognized. I have read the matter printed and agree to it as part of this order the same as if it were printed above my signature I certify that I am 18 years or older and hereby acknowledge receipt of a copy of this order.

Southwest Ambulance Sales hereby expressly disclaims all warranties either express or implied, including any implied warranty or merchantability or fitness for a particular purpose and Southwest Ambulance Sales neither assumes nor authorizes any other person to assume to it any liability in connection with the sale of the vehicle.

**PURCHASER** \_\_\_\_\_

**SALESMAN** \_\_\_\_\_

Dealer: SWAS

Approved By:

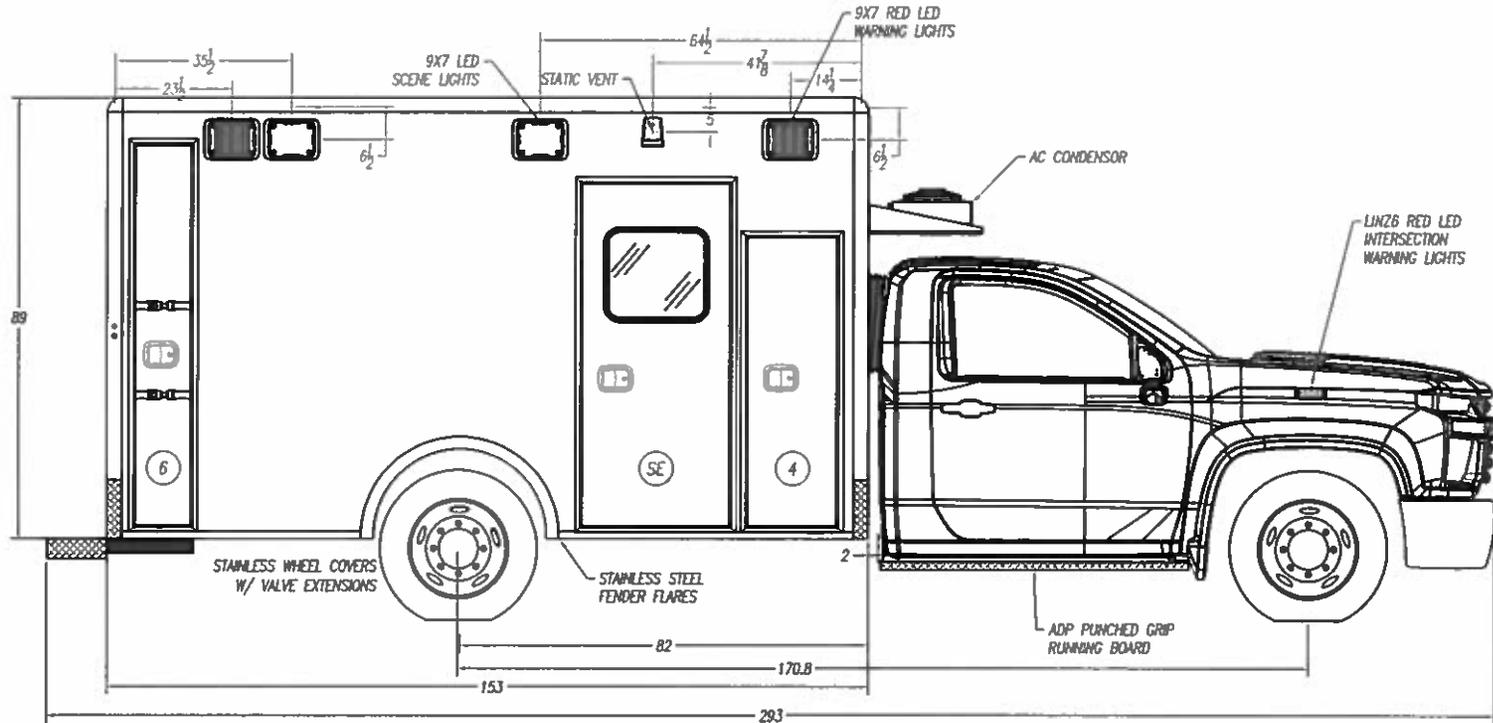
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Customer: DEMO

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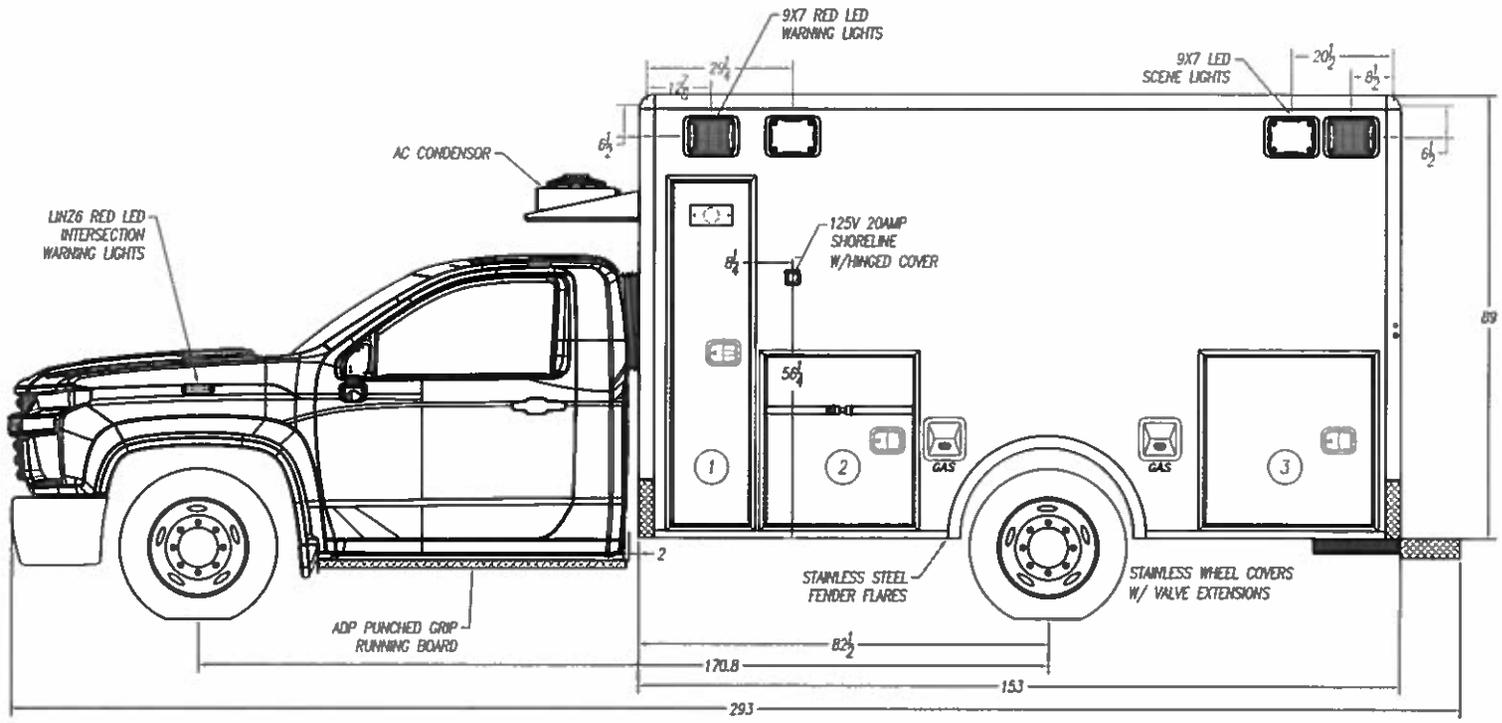
ALL WARNING, SCENE, AND TAIL LIGHTS TO HAVE CHROME BEZELS.  
POWER DOOR LOCKS ON MOD ONLY  
ALL GREEN DIMENSIONS ARE TAKEN FROM EDGE OF WALL SURFACE PRIOR TO CORNER CAP BEING APPLIED



COMPARTMENT SIZES				NOTE: THE DIMENSIONS BELOW ARE ROUGH OPENINGS, SUBTRACT 1/4" FOR TUB SIZE				COMPARTMENT & ENTRY DOORS				COMPARTMENT TUBS			
NO.	COMPARTMENT TYPE	WIDTH	HEIGHT	DEPTH	NO.	PART NUMBER	NO.	PART NUMBER	NO.	PART NUMBER	NO.	PART NUMBER	NO.	PART NUMBER	
4	ALS/BATTERY COMPARTMENT	---	---	---	4	71-A10910	SE	71-A10908	5	41-101372	---	---	6	41-115268	
6	BACKBOARD STORAGE COMPARTMENT	12 1/2"	77 1/2"	19"	6	71-115267	---	---	SE	71-101781	---	---	---	---	
COMPARTMENT / ENTRY DOOR SIZES				CHEVY C/K 3500 -GAS- 171 W.B. ME-153" TYPE I AMBULANCE											
NO.	COMPARTMENT / ENTRY DOOR TYPE	WIDTH	HEIGHT	CURB SIDE EXTERIOR											
4	ALS/BATTERY COMPARTMENT DOOR	18"	58 1/2"	DESCRIPTION:											
6	BACKBOARD COMPARTMENT DOOR	11 3/8"	76 3/4"	DRAWN BY: I. STANSBURY											
SE	SIDE ENTRY DOOR	29 3/4"	69 1/2"	DATE CREATED: 10/27/20											
				SCALE: 5/16"=1'											
				REVISED BY: ---											
				DATE REVISED: ---											
				REVISION: ---											
Note: Drawings are for reference only, measurements may vary from actual product.															

**MEDIX** 3008 MOBILE DRIVE  
ELKHART, IN 46514  
PH: 574-266-0911  
SPECIALTY VEHICLES, INC. FAX: 574-266-6669  
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ALL WARNING, SCENE, AND TAIL LIGHTS TO HAVE CHROME BEZELS.  
 POWER DOOR LOCKS ON MOD ONLY  
 ALL GREEN DIMENSIONS ARE TAKEN FROM EDGE OF WALL SURFACE PRIOR TO CORNER CAP BEING APPLIED



COMPARTMENT SIZES				COMPARTMENT & ENTRY DOORS				COMPARTMENT TUBS				
NOTE: THE DIMENSIONS BELOW ARE ROUGH OPENINGS, SUBTRACT 1/4" FOR TUB SIZE												
NO.	COMPARTMENT TYPE	WIDTH	HEIGHT	DEPTH	NO.	PART NUMBER	NO.	PARTNUMBER	NO.	PART NUMBER	NO.	PARTNUMBER
1	O2 STORAGE COMPARTMENT	16 3/8"	69 3/8"	15 3/8"	1	71-A10911	-	---	1	41-101248	-	---
2	MID BODY STORAGE COMPARTMENT	30 3/8"	34 3/8"	15 3/8"	2	71-A10976	-	---	2	41-102481	-	---
3	REAR STORAGE COMPARTMENT	34 3/8"	34 3/8"	18 3/8"	3	71-A10912	-	---	3	41-103593	-	---
				CHEVY C/K 3500 -GAS- 171 W.B. ME-153" TYPE I AMBULANCE								
COMPARTMENT / ENTRY DOOR SIZES				STREET SIDE EXTERIOR								
NO.	COMPARTMENT / ENTRY DOOR TYPE	WIDTH	HEIGHT	DRAWN BY: I. STANSBURY				DATE CREATED: 10/27/20				
1	O2 STORAGE COMPARTMENT DOOR	15 3/8"	68 3/8"	REVISED BY: -				SCALE: 5/16"=1'				
2	MID BODY STORAGE COMPARTMENT DOOR	29 3/8"	33 3/8"					REVISION: -				
3	REAR STORAGE COMPARTMENT DOOR	33 3/8"	33 3/8"									
Note: Drawings are for reference only, measurements may vary from actual product.												

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Dealer: SWAS

Approved By:

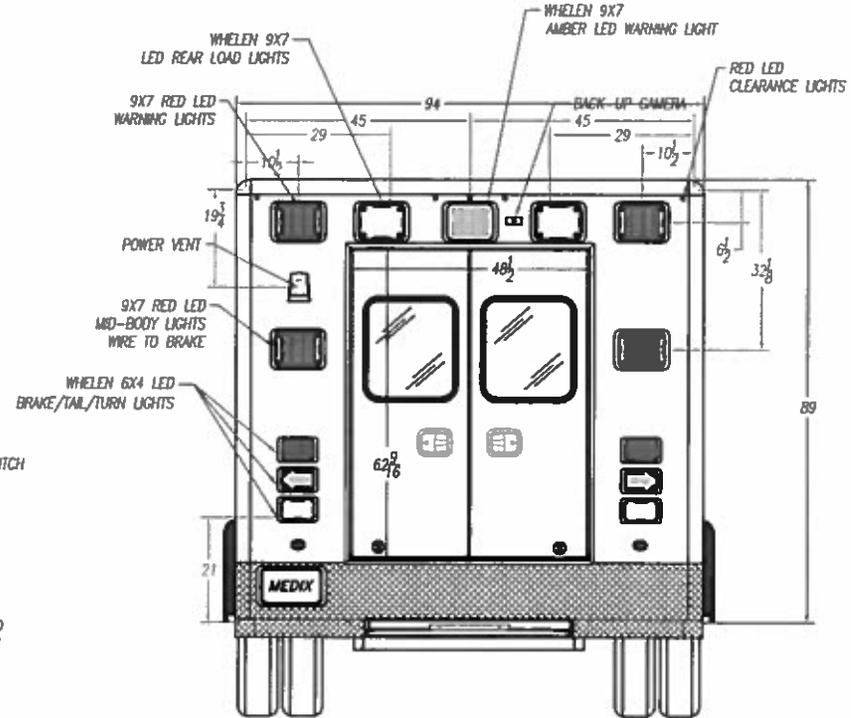
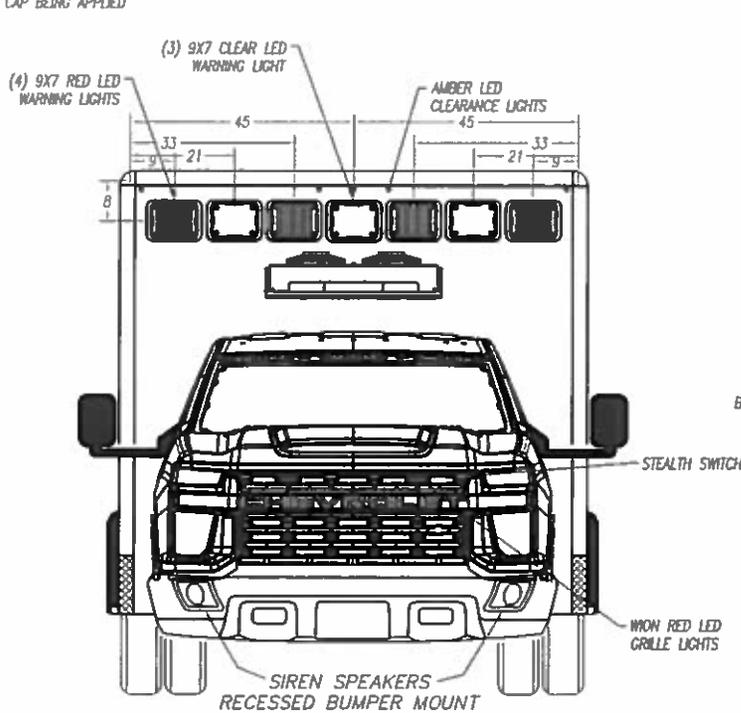
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ALL WARNING, SCENE, AND TAIL LIGHTS TO HAVE CHROME BEZELS.  
POWER DOOR LOCKS ON MOD ONLY  
ALL GREEN DIMENSIONS ARE TAKEN FROM EDGE OF WALL SURFACE PRIOR TO CORNER CAP BEING APPLIED



REAR ENTRY DOOR SIZES

NO.	WIDTH	HEIGHT	PART NUMBER
RE	50"	64 3/8"	71-A12032

CHEVY C/K 3500 -GAS- 171 W.B.  
ME-153" TYPE I AMBULANCE

DESCRIPTION: FRONT & REAR EXTERIOR		
DRAWN BY: I. STANSBURY	DATE CREATED: 10/27/20	SCALE: 5/16"=1'
REVISED BY: -	DATE REVISED: -	REVISION: -

Note: Drawings are for reference only, measurements may vary from actual product.

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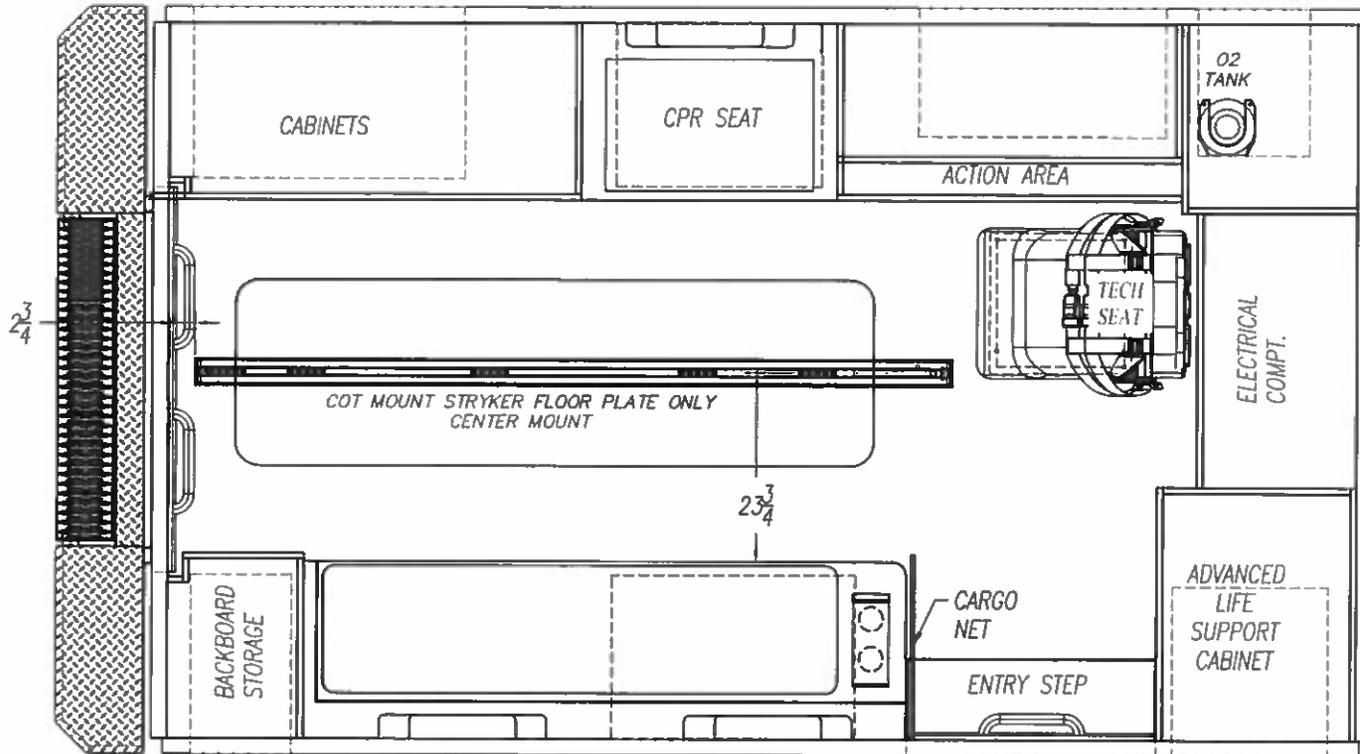
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CHEVY C/K 3500 -GAS- 171 W.B.  
ME-153" TYPE I AMBULANCE

PATIENT AREA PLAN

DRAWN BY: I. STANSBURY	DATE CREATED: 10/27/20	SCALE: 1/2" = 1'
REVISED BY: -	DATE REVISED: -	REVISION: -

Note: Drawings are for reference only, measurements may vary from actual product.



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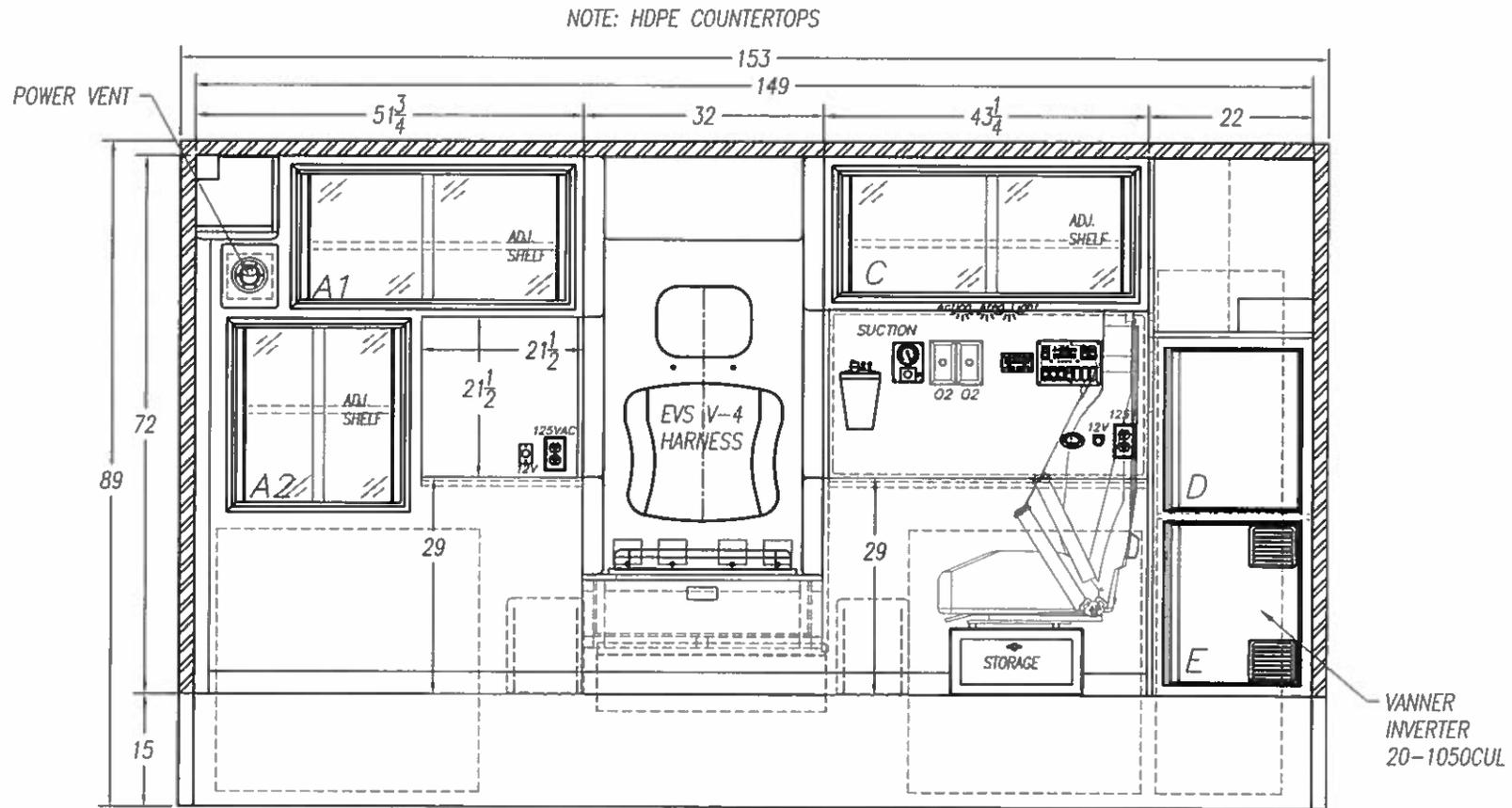
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INTERIOR CABINET STORAGE				
ITEM	HEIGHT	WIDTH	DEPTH	SPECIAL NOTE
A1	14 3/4"	36"	18"	
A2	25 1/2"	23"	18"	
C	14 3/4"	37 3/4"	15"	
D	23 1/2"	21"	17 1/2"	
E	23 1/2"	21"	17 1/2"	
F				

CHEVY C/K 3500 -GAS- 171 W.B.  
ME-153" TYPE I AMBULANCE

STREET SIDE INTERIOR

DESCRIPTION:

DRAWN BY: I. STANSBURY      DATE CREATED: 10/27/20      SCALE: 1/2"=1'

REVISED BY: -      DATE REVISED: -      REVISION: -

Note: Drawings are for reference only, measurements may vary from actual product.

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FAX: 574-266-6669

Dealer: SWAS

Approved By:

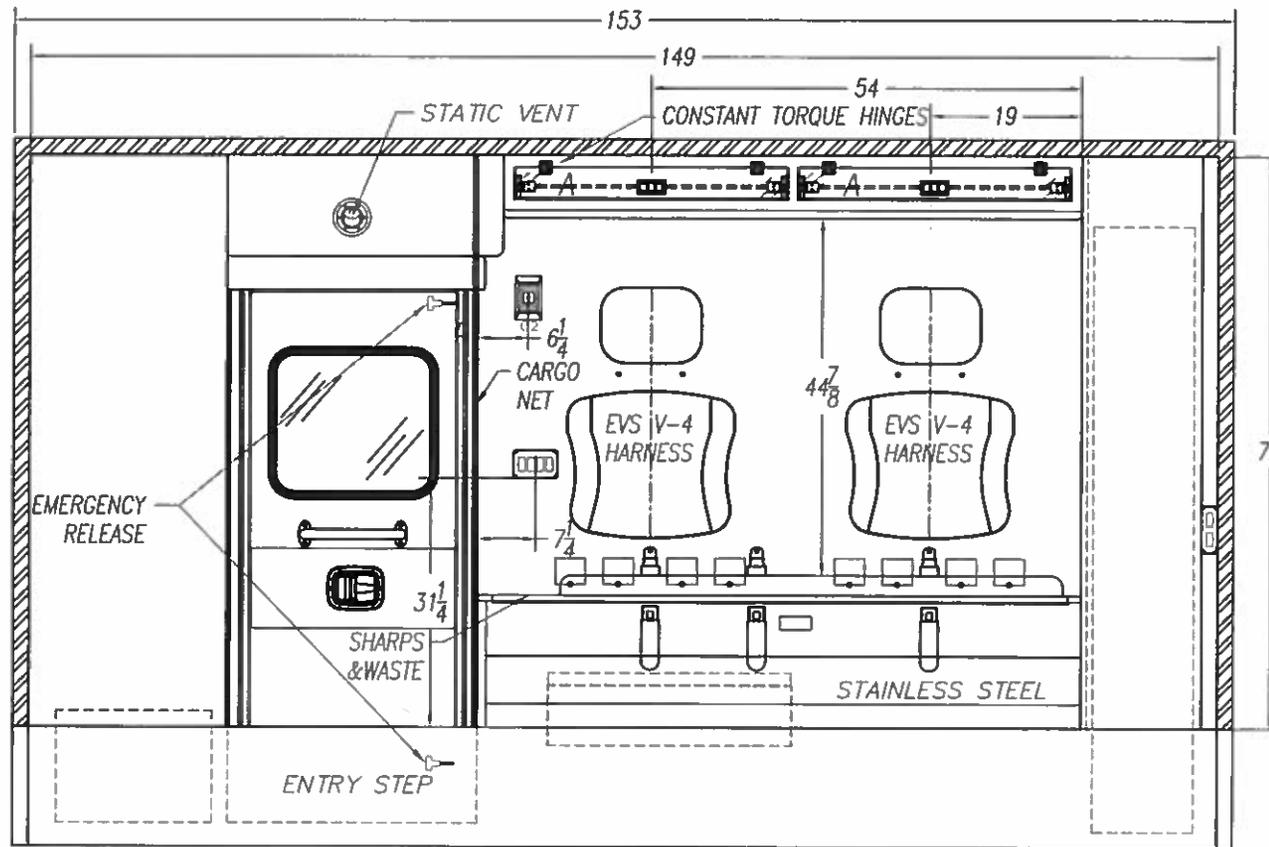
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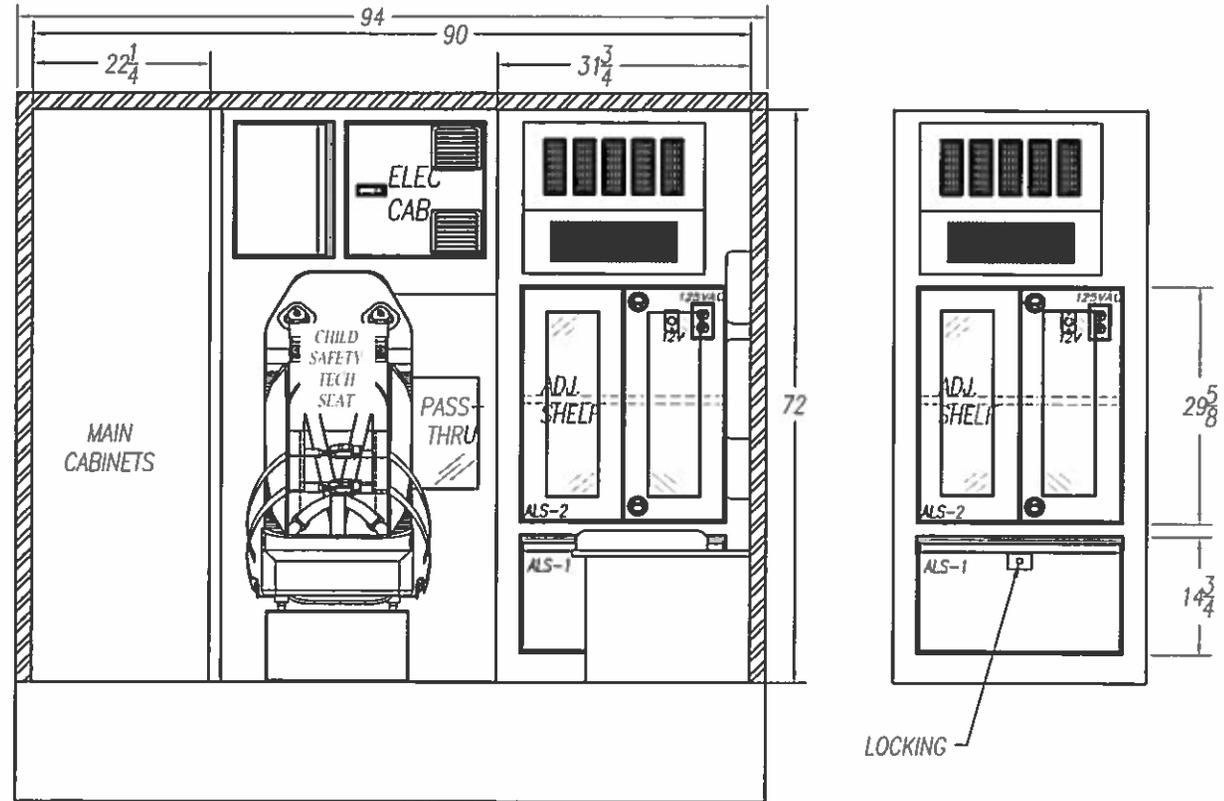
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<b>4" SEATBELT PLATE LOCATION</b>	<b>WELD SHOP</b>	<b>33 INCHES</b>	NOTE: THIS DIMENSION IS FROM THE BOTTOM OF THE WALL TO THE BOTTOM OF THE 4" PLATE.					
	<b>CABINET SHOP</b>	NOTE: THE HOLES FOR THE TOP SEATBELT BOLTS ARE 1 1/4" FROM THE TOP OF THE SQUAD BENCH TO THE CENTER OF THE SEATBELT BOLT. NOTE: THE HOLES FOR THE BOTTOM SEATBELT BOLTS ON THE SQUAD BENCH ARE 9 3/8" FROM THE TOP OF THE FLOOR TO THE CENTER OF THE BOLT.						
	NOTE: READ THE DIMENSIONS FROM RIGHT TO LEFT AS VIEWED	THE LOCATION OF THE BOTTOM SEATBELT HOLES ARE FROM THE REAR OF THE SQUAD BENCH TO THE CENTER OF THE 1/2" HOLE	<b>BOTTOM</b>	X	X	X	PREDRILLED	PREDRILLED
	THE LOCATION OF THE TOP SEATBELT HOLES ARE FROM THE REAR WALL TO THE CENTER OF THE 1/2" HOLE	<b>TOP</b>	X	X	X	54	40 5/8"	19"
CHEVY C/K 3500 -GAS- 171 W.B. ME-153" TYPE I AMBULANCE CURB SIDE INTERIOR			DESCRIPTION: DRAWN BY: I. STANSBURY DATE CREATED: 10/27/20 SCALE: 1/2" = 1' REVISED BY: - DATE REVISED: - REVISION: -			 3008 MOBILE DRIVE ELKHART, IN 46514 PH: 574-266-0911 SPECIALTY VEHICLES, INC. FAX: 574-266-6669 "LET US SHOW YOU THE MEDIX DIFFERENCE" WWW.MEDIXAMBULANCE.COM		
Note: Drawings are for reference only, measurements may vary from actual product.								



INTERIOR CABINET STORAGE				
ITEM	HEIGHT	WIDTH	DEPTH	SPECIAL NOTE
ALS-1	14 3/4"	30"	20 1/2"	
ALS-2	29 5/8"	30"	20 1/2"	

**CHEVY C/K 3500 -GAS- 171 W.B.  
ME-153" TYPE I AMBULANCE**

**FRONT ELEVATION**

DRAWN BY: I. STANSBURY	DATE CREATED: 10/27/20	SCALE: 1/2" = 1'
REVISED BY: -	DATE REVISED: -	REVISION: -

Note: Drawings are for reference only, measurements may vary from actual product.

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ELKHART, IN 46514  
PH: 574-266-0911  
FAX: 574-266-6669**

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Dealer: SWAS

Approved By:

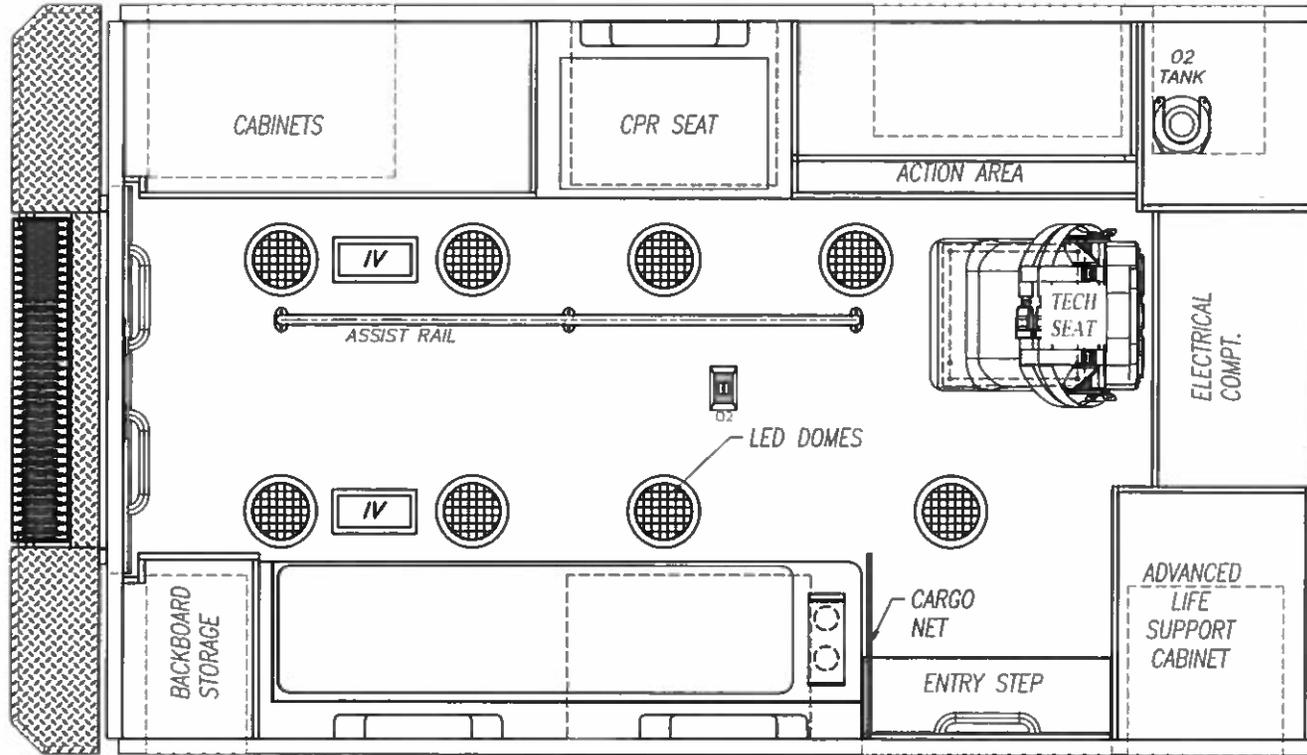
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CHEVY C/K 3500 -GAS- 171 W.B.  
ME-153" TYPE I AMBULANCE

DESCRIPTION:

**CEILING LAYOUT**

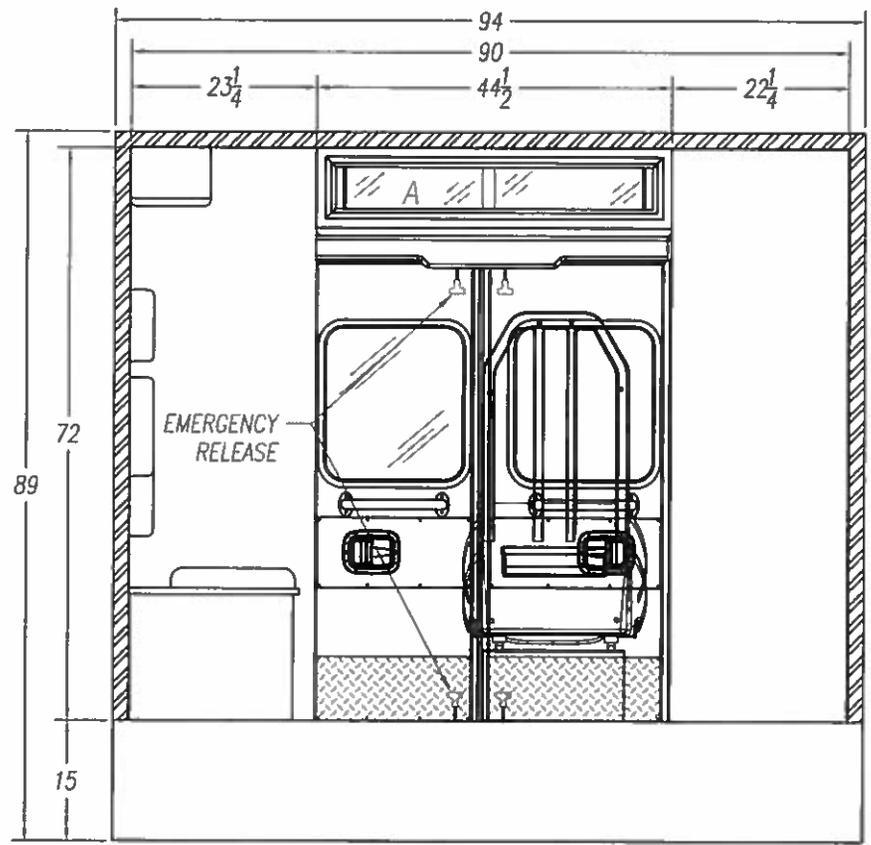
DRAWN BY: I. STANSBURY	DATE CREATED: 10/27/20	SCALE: 1/2"=1'
REVISED BY: -	DATE REVISED: -	REVISION: -

Note: Drawings are for reference only, measurements may vary from actual product.



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FAX: 574-266-6669

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INTERIOR CABINET STORAGE				
ITEM	HEIGHT	WIDTH	DEPTH	SPECIAL NOTE
A	6 1/2"	40 3/4"	7"	

**CHEVY C/K 3500 -GAS- 171 W.B.  
ME-153" TYPE I AMBULANCE**

**DESCRIPTION: REAR ELEVATION**

DRAWN BY: I.STANSBURY	DATE CREATED: 10/27/20	SCALE: 1/2"=1'
REVISED BY: --	DATE REVISED: --	REVISION: --

Note: Drawings are for reference only, measurements may vary from actual product.

3008 MOBILE DRIVE  
ELKHART, IN 46514  
PH: 574-266-0911  
FAX: 574-266-6669

"LET US SHOW YOU THE MEDIX DIFFERENCE"  
WWW.MEDIXAMBULANCE.COM



**Prepared for:**  
 , City Of So Padre Island  
 Prepared by: Stephen Hollon  
 04/15/2021

Boggus Motor Co. | 2521 S Expressway 83 Harlingen Texas | 78550

2021 F-150 Police Responder 4x4 5.5' box 145" WB XL (W1P)

Price Level: 135 | Stock No: BUDGET QUOTE | VIN: BUDGET QUOTE

**As Configured Vehicle (cont'd)**

Code	Description	MSRP
96W	Tough Bed Spray-In Bedliner Ford accessory.	\$595.00

**Interior Color**

XB_01	Black	N/C
-------	-------	-----

**Exterior Color**

UM_01	Agate Black	N/C
-------	-------------	-----

<b>SUBTOTAL</b>		<b>\$47,690.00</b>
Destination Charge		\$1,695.00
<b>TOTAL</b>		<b>\$49,385.00</b>

LESS CURRENT GOVERNMENT PRICE CONCESSION	- 8,000.00 *
NET VEHICLE PRICE	=\$41,385.00 *
PAINT 4 DOORS WHITE EXTERIOR ONLY	+ 1,800.00
SUB TOTAL	=\$43,185.00 *
STATE INSPECTION	+ 23.75
BUDGET AMOUNT ONLY	=\$43,208.75 *

\*GOVERNMENT PRICE CONCESSIONS ARE SUBJECT TO CHANGE. THIS QUOTE IS FOR BUDGET PURPOSES ONLY.

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 , City Of So Padre Island  
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Boggus Motor Co. | 2521 S Expressway 83 Harlingen Texas | 78550

2021 F-150 Police Responder 4x4 5.5' box 145" WB XL (W1P)

Price Level: 135 | Stock No: BUDGET QUOTE | VIN: BUDGET QUOTE

As Configured Vehicle

Code	Description	MSRP
<b>Base Vehicle</b>		
W1P	Base Vehicle Price (W1P)	\$44,430.00
<b>Packages</b>		
150A	<b>Equipment Group 150A Base</b> <i>Includes:</i> - Engine: 3.5L V6 EcoBoost 120-MPH top speed. - Transmission: Electronic 10-Speed Automatic Includes selectable drive modes: normal/tow-haul/snow-wet/EcoSelect/sport. - Electronic Locking w/3.31 Axle Ratio - GVWR: 7,050 lbs Payload Package - Tires: LT265/70R18 BSW A/T - Wheels: 18" 6-Spoke Silver Aluminum - Radio: AM/FM Stereo w/6 Speakers - SYNC 4 Includes 8" LCD capacitive touchscreen with swipe capability, wireless phone connection, cloud connected, AppLink with App Catalog, 911 assist, Apple CarPlay and Android Auto compatibility, digital owners manual and over the air update capability.	N/C
<b>Powertrain</b>		
998	<b>Engine: 3.5L V6 EcoBoost</b> 120-MPH top speed	Included
44G	<b>Transmission: Electronic 10-Speed Automatic</b> <i>Includes selectable drive modes: normal/tow-haul/snow-wet/EcoSelect/sport.</i>	Included
XL3	<b>Electronic Locking w/3.31 Axle Ratio</b>	Included
STDGV	<b>GVWR: 7,050 lbs Payload Package</b>	Included
<b>Wheels &amp; Tires</b>		
STDTR	<b>Tires: LT265/70R18 BSW A/T</b>	Included
STDWL	<b>Wheels: 18" 6-Spoke Silver Aluminum</b>	Included
<b>Seats &amp; Seat Trim</b>		
X	<b>HD Police-Grade Cloth            40/Console/40 Front-Seats</b> <i>Includes reduced bolsters, 8-way power driver/manual passenger, flow-through console with steering column mounted shift (Restraint Control Module cover provided) and cloth rear bench.</i>	Included
<b>Other Options</b>		

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**Prepared for:**

, City Of So Padre Island  
 Prepared by: Stephen Hollon  
 04/15/2021

Boggus Motor Co. | 2521 S Expressway 83 Harlingen Texas | 78550

2021 F-150 Police Responder 4x4 5.5' box 145" WB XL (W1P)

Price Level: 135 | Stock No: BUDGET QUOTE | VIN: BUDGET QUOTE

## As Configured Vehicle (cont'd)

Code	Description	MSRP
145WB	145" Wheelbase	STD
PAINT	Monotone Paint Application	STD
53A	Trailer Tow Package	\$995.00
	Ordering the Trailer Tow Package does not include Trailer Tow Mirrors. Trailer Tow Mirrors are a standalone option and must be ordered separately. (Option Code: 54Y/59S).	
	<i>Towing capability up to 10,700 lbs. Includes: - Class IV Trailer Hitch Receiver Includes smart trailer tow connector and 4-pin/7-pin wiring harness. - Auxiliary Transmission Oil Cooler - Engine Oil Cooler - Pro Trailer Backup Assist</i>	
85H	Backup Alarm System	\$145.00
18B	Black Platform Running Boards	\$250.00
60C	Pre-Collision Assist w/Pedestrian Detection	\$145.00
	<i>Includes forward collision warning and automatic emergency braking. NOTE: Includes unique one-touch temporary disable switch for Law Enforcement use.</i>	
168	Color-Coordinated Carpet w/Carpeted Floor Mats	Included
	<i>Includes matching floor mats.</i>	
153	Front License Plate Bracket	N/C
	<i>Standard in states where required by law, optional to all others.</i>	
67T	Integrated Trailer Brake Controller	\$275.00
61A	Interior Upgrade Package	\$595.00
	<i>Includes floor console without shifter. Note: Maintains column shifter. Includes: - Color-Coordinated Carpet w/Carpeted Floor Mats Includes matching floor mats - HD Police-Grade Cloth 40/Console/40 Front-Seats Includes reduced bolsters, 8-way power driver/manual passenger, flow-through console with steering column mounted shift (Restraint Control Module cover provided) and cloth rear bench.</i>	
47P	Police Engine Idle Feature	\$260.00
	<i>This feature allows you to leave the engine running and prevents your vehicle from unauthorized use when outside of your vehicle. Allows the key to be removed from ignition while vehicle remains idling.</i>	
STDRD	Radio: AM/FM Stereo w/6 Speakers	Included
	<i>Includes: - SYNC 4 Includes 8" LCD capacitive touchscreen with swipe capability, wireless phone connection, cloud connected, AppLink with App Catalog, 911 assist, Apple CarPlay and Android Auto compatibility, digital owners manual and over the air update capability.</i>	

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**CALDWELL COUNTRY CHEVROLET**  
 800 HWY. 21 E. CALDWELL, TEXAS 77836  
 BUYBOARD BID 601-19 QUOTE #CC211795

End User: CITY OF SOUTH PADRE ISLAND Caldwell Rep: CHRIS COLLINS  
 Contact: MIKE ARIZMENDIS Phone: 979-567-6129  
 Phone/email: MIKE@CAPFLEETUPFITTERS.COM Date: Monday, February 22, 2021  
 Product Description: CHEVY TAHOE BASE PPV email: chris@caldwellcountry.com

A. Bid Series: 31 A. Base Price: \$ 37,935.00

B. Published Options [Itemize each below]

Code	Options	Bid Price	Code	Options	Bid Price
CK10706	21 TAHOE 4WD PPV	INCL		TRAILER HITCH	INCL
	ENGINE 5.3L ECOTECH V8	INCL		TRI-ZONE AIR CONDITIONING	INCL
	10 SPEED AUTOMATIC	INCL		120V POWER OUTLET	INCL
5T5	FRONT CLOTH/VINYL REAR	INCL		AIR CONDITIONING	INCL
	POWER WINDOWS & LOCKS	INCL		CRUISE CONTROL	INCL
	KEYLESS ENTRY	INCL		AM/FM/ RADIO	INCL
	POLICE RATED TIRES & WHEELS	INCL		HEVY DUTY BRAKING SYSTEM	INCL
	REAR PARK ASSIST	INCL	7X3	LED LH SPOTLIGHT	INCL
	BLUETOOTH W/ 8" TOUCHSCREEN	INCL		GVWR 7500 LBS	INCL
	HD REAR VISION CAMERA	INCL		220 AMP ALTERNATOR	INCL
	DUAL BATTERIES	INCL		PWR WINDOWS/LOCKS	
<b>Total of B. Published Options:</b>					\$ -

C. Unpublished Options [Itemize each below, not to exceed 25%] \$= 3.2 %

Options	Bid Price	Options	Bid Price
PAINT 4 DOORS WHITE	\$1,200	GBA- BLACK	COLOR
		6-8 WEEKS (PAINT 4 DOORS)	DELIVERY
<b>Total of C. Unpublished Options:</b>			\$ 1,200.00

- D. Registration, Inspection, Paperwork, Postage cost, Courthouse time, & Runner time: **INCLUDED** \$ -
- E. UPFITTERS: \$ -
- F. Manufacturer Destination/Delivery: \$ -
- G. Floor Plan Interest (for in-stock and/or equipped vehicles): \$ -
- H. Lot Insurance (for in-stock and/or equipped vehicles): \$ -
- I. Contract Price Adjustment: \$ -
- J. Additional Delivery Charge: 384 miles **INCLUDED** \$ -
- K. Subtotal: \$ 39,135.00
- L. Quantity Ordered 1 x K = \$ 39,135.00
- M. Trade in: \$ -
- N. BUYBOARD FEE PER PURCHASE ORDER \$ 400.00
- O. TOTAL PURCHASE PRICE WITH BUYBOARD FEE \$ 39,535.00



Prepared by: Stephen Hollon

04/15/2021

Boggus Motor Co. | 2521 S Expressway 83 Harlingen Texas | 78550

2022 F-350 Chassis 4x4 SD Regular Cab 169" WB DRW XL (F3H)

Price Level: 215 | Stock No: BUDGET ONLY | VIN: BUDGET ONLY

## As Configured Vehicle

Code	Description	MSRP
<b>Base Vehicle</b>		
F3H	Base Vehicle Price (F3H)	\$40,455.00
<b>Packages</b>		
640A	Order Code 640A <i>Includes:</i> - Engine: 6.2L 2-Valve SOHC EFI NA V8 (Flex-Fuel) - Transmission: TorqShift 10-Speed Automatic Includes neutral idle and selectable drive modes: normal, tow/haul, eco, deep sand/snow and slippery. - GVWR: 14,000 lb Payload Package - Tires: LT245/75Rx17E BSW PLUS A/S Spare may not be the same as road tire. - Wheels: 17" Argent Painted Steel Hub covers/center ornaments not included. - HD Vinyl 40/20/40 Split Bench Seat Includes center armrest, cupholder, storage and driver's side manual lumbar. - Radio: AM/FM Stereo w/MP3 Player Includes 4 speakers. - SYNC Communications & Entertainment System Includes enhanced voice recognition, 911 Assist, 4 2" LCD center stack screen, AppLink, 1 smart-charging USB port and steering wheel audio controls.	N/C
<b>Powertrain</b>		
996	Engine: 6.2L 2-Valve SOHC EFI NA V8 (Flex-Fuel)	Included
44G	Transmission: TorqShift 10-Speed Automatic <i>Includes neutral idle and selectable drive modes: normal, tow/haul, eco, deep sand/snow and slippery.</i>	Included
X4L	Limited Slip w/4.30 Axle Ratio	\$350.00
STDGV	GVWR: 14,000 lb Payload Package	Included
<b>Wheels &amp; Tires</b>		
TD8	Tires: LT245/75Rx17E BSW PLUS A/S <i>Spare may not be the same as road tire.</i>	Included
64K	Wheels: 17" Argent Painted Steel <i>Hub covers/center ornaments not included.</i>	Included
512	Spare Tire, Wheel & Jack Required in Rhode Island. <i>Excludes carrier.</i> <i>Includes:</i> - 4-Ton Hydraulic Jack	\$350.00

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04/15/2021

Boggus Motor Co. | 2521 S Expressway 83 Harlingen Texas | 78550

2022 F-350 Chassis 4x4 SD Regular Cab 169" WB DRW XL (F3H)

Price Level: 215 | Stock No: BUDGET ONLY | VIN: BUDGET ONLY

**As Configured Vehicle (cont'd)**

Code	Description	MSRP
<b>Seats &amp; Seat Trim</b>		
A	HD Vinyl 40/20/40 Split Bench Seat <i>Includes center armrest, cupholder, storage and driver's side manual lumbar.</i>	Included
<b>Other Options</b>		
PAINT	Monotone Paint Application	STD
169WB	169" Wheelbase	STD
STDRD	Radio: AM/FM Stereo w/MP3 Player <i>Includes 4 speakers. Includes: - SYNC Communications &amp; Entertainment System Includes enhanced voice recognition, 911 Assist, 4 2" LCD center stack screen, AppLink, 1 smart-charging USB port and steering wheel audio controls.</i>	Included
61J	4-Ton Hydraulic Jack  Required in Rhode Island.	Included
67X	Extra Heavy-Service Suspension Package <i>Includes pre-selected extra heavy-service front springs (see order guide supplemental reference for springs/FGAWR of specific vehicle configurations). Recommended only on vehicles which will permanently utilize aftermarket equipment such as heavy-duty winches, brush guards or other apparatus which loads the front axle to the specified Gross Axle Weight Rating (GAWR). Note 1: May result in a deterioration of ride quality. Note 2: Vehicle ride height will increase with the addition of this package.</i>	\$125.00
52B	Trailer Brake Controller <i>Includes smart trailer tow connector. Verified to be compatible with electronic actuated drum brakes only.</i>	\$270.00
18B	Platform Running Boards	\$320.00
872	Rear View Camera & Prep Kit <i>Pre-installed content includes cab wiring and frame wiring to the rear most cross member. Upfitters kit includes camera with mounting bracket, 20' jumper wire and camera mounting/aiming instructions.</i>	\$415.00
153	Front License Plate Bracket  Standard in states requiring 2 license plates and optional to all others.	N/A
76C	Exterior Backup Alarm (Pre-Installed)	\$140.00
<b>Emissions</b>		
425	50-State Emissions System	STD

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04/15/2021

Boggus Motor Co. | 2521 S Expressway 83 Harlingen Texas | 78550

2022 F-350 Chassis 4x4 SD Regular Cab 169" WB DRW XL (F3H)

Price Level: 215 | Stock No: BUDGET ONLY | VIN: BUDGET ONLY

**As Configured Vehicle (cont'd)**

Code	Description	MSRP
<b>Interior Color</b>		
AS_01	Medium Earth Gray	N/C
<b>Exterior Color</b>		
Z1_01	Oxford White	N/C
<b>SUBTOTAL</b>		<b>\$42,425.00</b>
Destination Charge		\$1,695.00
<b>TOTAL</b>		<b>\$44,120.00</b>

LESS CURRENT GOVERNMENT PRICE CONCESSION	-	5,700.00	*
NET VEHICLE PRICE	=	\$38,420.00	*
AS PER REQUEST A BODY REMOUNT	+	2,000.00	
SUB TOTAL	=	\$40,420.00	*
STATE INSPECTION	+	23.75	
BUDGET AMOUNT ONLY	=	\$40,443.75	

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BUSINESS  
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Finding the Right Work Truck in Lewisville  
Huffines Chevrolet Lewisville: [\(972\) 597-2004](tel:(972)597-2004)  
1400 South Stemmons Freeway, Lewisville, TX 75067

See our response to COVID-19 [here](#)

[← Back To Search Results](#)



**MSRP: \$45,428**

**[View Price Details](#)**

**2021 Chevrolet Silverado 2500 Crew Cab 4x4, Knapheide Steel Service Body (Stock #21CF0692)**

[← Back To Search Results](#)

*pw-34*

Call Now: 972-597-2004 For Today's Price

207



Photos may be library images.

### Vehicle Notes

SUMMIT WHITE exterior and JET BLACK interior, Work Truck trim. Back-Up Camera, Smart Device Integration, TRANSMISSION, 6-SPEED AUTOMATIC, HEAV AUDIO S...

[Read More...](#)

### Hide Chassis Details



Mileage	68
Stock Number	21CF0692
Stock Type	2
Year	2021
Make	Chevrolet
Model	Silverado 2500
Class	2
Drive Train	4x4

## Hide Body Details



Manufacturer



Body Type

Service Body

Body Line

Steel Service Body

Body Model

696F

Body Length

8'

Body Width

78"

Body Height

37.25"

Inside Floor Width

49"

Compartment Depth

14.5"

Body Construction

Rugged 14 Gauge, Two-Sided A-40 Galvanneal Steel Body Shell

Body Color

White

Top-Opening Compartments

Flip Tops

Compartment Door Type

Double-Shell, 20-Gauge, Two-Sided A-40 Galvanneal Steel

Compartment Door Hinge Type

Continuous Stainless Steel

Compartment Door Latch Type

Automotive Style Rivetless Rotary Latches

Compartment Shelves

(2) Adjustable Divider Shelves and Dividers, in The Street and Curb Side Front Vertical Compartments, (1) Adjustable Divider Shelf and Dividers in The Street and Curb Side Full Height Rear Vertical Compartments, (1) Adjustable Divider Shelf and Dividers

Tailgate

Slam Lock

Lock System Type

Master Locking System

Body Weight

1183 lbs.

Backup Camera

Yes

Body Finish

K-Coat Corrosion Protection with Knapheide's Exclusive 12-

## Steel Service Body Features

With rugged steel construction and ample external storage for your tools and equipment, the Standard Service Body from Knapheide is a key component in optimizing your day to day productivity. Multiple external compartments offer protection from the outside elements and allow technicians to access equipment without having to climb into the truck bed. Staying organized both on and between job sites is important, that's why Knapheide's Standard Service Bodies compartments come standard with adjustable shelving and can be customized with a variety of storage options. Our double panel door construction combined with stainless steel rotary latches keeps your equipment and tools secure and safe. And, to provide peace of mind, Knapheide's Standard Service Bodies are fully tested and are supported with a six-year warranty.

# KNAPHEIDE

SINCE 1948

## Pricing Details

**MSRP**

**\$45,428**

*Fleet and Commercial Vehicles may have added equipment The price of the added equipment is not included in the MSRP. Please call for today's price (972) 597-2004*

**Contact Huffines Chevrolet Lewisville for  
more info.**

**(972) 597-2004**

**Vehicle available NOW in Lewisville, TX**

**Disclaimer:**

*MSRP is the Manufacturer's Suggested Retail Price of the vehicle. MSRP does not include any taxes, title, license, fees, equipment, products or accessories. The Sale Price for listed vehicles does not include taxes, title, license and fees, and may not include any equipment, products or accessories added to the vehicle. Please contact the dealership to verify the complete description of the vehicle, equipment, products, accessories, and Sales Price. Vehicle pictures are for illustration purposes only. In transit means that vehicles have been built, but have not yet arrived at the dealership. Images shown may not necessarily represent identical vehicles in transit to the dealership. Dealer makes no representations, expressed or implied, to any actual or prospective purchaser or owner of the vehicles as to the accuracy of the listed vehicles equipment, products and accessories. The dealership makes no warranties expressed or implied with respect to the vehicle fitness for intended use. Not all customers will qualify for special financing, or incentive programs. Certain incentives may require financing through the manufacturer's financial services or specified lenders. Customers may also qualify for additional rebates or incentives based upon vehicles and programs. Offers may not be combined with other special offers except where specified. Some offers are not available with special finance, lease or other offers. Residency and other restrictions may apply. Percentage Rates are provided for the selected purchase financing or lease programs available on the current date. Lessees will be financially responsible for mileage beyond the elected quantity and for repairs and excessive vehicle wear. Option to purchase at lease end for an amount may be determined at lease signing. Listed APR, down payment, payments, incentives and other terms are estimates for example purposes only. Information provided is based on very well-qualified buyers or lessees. The payment information provided here is not a commitment by an organization to provide credit, leases or other programs. Lessor must approve lease. Credit approval required. Incentives and pricing programs are subject to change or cancellation by the manufacturer without notice. Offer requires delivery from new retail dealer stock. Please contact the dealership to verify all terms, qualifications or restrictions that may apply. If any information is incorrect the dealership reserves the right to correct any arithmetic, typographical, or computer errors. All vehicles are subject to prior sale.*

*MPG estimates on the website are EPA estimates. Actual mileage may vary. For used vehicles, estimates are EPA estimates for the vehicle when it was new. The EPA periodically modifies its MPG calculation methodology: all MPG estimates are based on the methodology in effect when the vehicles were new (Please see the Fuel Economy portion or the EPA's website for details, including an MPG recalculation tool).*

Cab Type	Crew
Vehicle Trim	Work Truck
Interior Color	Jet Black
Exterior Color Description	Summit White
Engine Cylinder Count	8
Engine	6.6L 8 Cylinder Engine
Transmission Type	Automatic
Rear Wheels	Single
Fuel Type	Gasoline
Engine Model	L8T - SIDI, VVT, CAST IRON
Engine Size (L)	6.6
Brake Type	Hydraulic
Cab Style	Conventional



Prepared for:  
 , City Of So Padre Island  
 Prepared by: Stephen Hollon  
 04/15/2021

pw-01



Boggus Motor Co. | 2521 S Expressway 83 Harlingen Texas | 78550

2022 F-250 4x4 SD Crew Cab 8' box 176" WB SRW XL (W2B)

Price Level: 215 | Stock No: BUDGET PRICING | VIN: BUDGET PRICING

As Configured Vehicle

Code	Description	MSRP
<b>Base Vehicle</b>		
W2B	Base Vehicle Price (W2B)	\$41,300.00
<b>Packages</b>		
600A	Order Code 600A <i>Includes:</i> - Engine: 6.2L 2-Valve SOHC EFI NA V8 Flex-Fuel - Transmission: TorqShift-G 6-Spd Auto w/SelectShift - GVWR: 10,000 lb Payload Package - Tires: LT245/75Rx17E BSW A/S (4) <i>Spare may not be the same as road tire.</i> - Wheels: 17" Argent Painted Steel <i>Includes painted hub covers/center ornaments.</i> - HD Vinyl 40/20/40 Split Bench Seat <i>Includes center armrest, cupholder, storage and driver's side manual lumbar.</i> - Radio: AM/FM Stereo w/MP3 Player <i>Includes 4 speakers.</i> - SYNC Communications & Entertainment System <i>Includes enhanced voice recognition with 911 Assist, 4.2" LCD center stack screen, AppLink and 1 smart-charging USB-C port</i>	N/C
<b>Powertrain</b>		
996	Engine: 6.2L 2-Valve SOHC EFI NA V8 Flex-Fuel	Included
44S	Transmission: TorqShift-G 6-Spd Auto w/SelectShift	Included
X3E	Electronic-Locking w/3.73 Axle Ratio	\$390.00
STDGV	GVWR: 10,000 lb Payload Package	Included
<b>Wheels &amp; Tires</b>		
TD8	Tires: LT245/75Rx17E BSW A/S (4) <i>Spare may not be the same as road tire.</i>	Included
64A	Wheels: 17" Argent Painted Steel <i>Includes painted hub covers/center ornaments.</i>	Included
512	Spare Tire, Wheel, Carrier & Jack Required in RI. Spare tire is standard equipment; becomes optional when (66D) Pickup Box Delete is ordered.	\$295.00
<b>Seats &amp; Seat Trim</b>		
A	HD Vinyl 40/20/40 Split Bench Seat <i>Includes center armrest, cupholder, storage and driver's side manual lumbar.</i>	Included

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Prepared for:  
 , City Of So Padre Island  
 Prepared by: Stephen Hollon  
 04/15/2021



Boggus Motor Co. | 2521 S Expressway 83 Harlingen Texas | 78550

2022 F-250 4x4 SD Crew Cab 8' box 176" WB SRW XL (W2B)

Price Level: 215 | Stock No: BUDGET PRICING | VIN: BUDGET PRICING

## As Configured Vehicle (cont'd)

Code	Description	MSRP
<b>Other Options</b>		
176WB	176" Wheelbase	STD
63R	Heavy-Service Package for Pickup Box Delete <i>Includes heavy-service front springs (200 lbs. upgrade above the spring computer selected as a consequence of options chosen. Not included if maximum springs have been computer selected as standard equipment) and rear auxiliary springs. Note: Salesperson's Source Book or Ford RV Trailer Towing Guide should be consulted for specific trailer towing or camper limits and corresponding required equipment, axle ratios and model availability.</i> <i>Includes:</i> - Rear Stabilizer Bar	\$125.00
66D	Pickup Box Delete <i>Deletes tie-down hooks, tailgate, rearview camera, 7/4 pin connector and center high-mounted stop lamp (CHMSL) (only on vehicles over 10,000 lbs. GVWR). Incomplete vehicle package - requires further manufacture and certification by a final stage manufacturer. In addition, Ford urges manufacturers to follow the recommendations of the Ford Incomplete Vehicle Manual and the Ford Truck Body Builder's Layout Book (and applicable supplements).</i> <i>Includes:</i> - Rear Bumper Delete - Spare Wheel, Tire, Carrier & Jack Delete	-\$625.00
52B	Trailer Brake Controller <i>Verified to be compatible with select electric over hydraulic brakes. Includes smart trailer tow connector.</i>	\$270.00
18B	Platform Running Boards	\$445.00
153	Front License Plate Bracket <i>Standard in states requiring 2 license plates and optional to all others.</i>	N/C
872	Rear View Camera & Prep Kit <i>Pre-installed content includes cab wiring, frame wiring to the rear most cross member and video display with 4" display. Upfitters kit includes camera with mounting bracket, 14' jumper wire and camera mounting, aiming instructions and electrochromic mirror.</i>	\$415.00
PAINT	Monotone Paint Application	STD
66S	Upfitter Switches (6) <b>Requires Extra Extra Heavy-Duty Alternator (67E) when ordered with 110V/400W Outlet (43C) and Snow Plow Pkg. (473) or Snow Plow/Camper Pkg. (47B).</b> <i>Located in overhead console.</i> <i>Includes:</i> - 200 Amp Alternator	\$165.00
587	Radio: AM/FM Stereo w/MP3 Player <i>Includes 4 speakers.</i> <i>Includes:</i> - SYNC Communications & Entertainment System <i>Includes enhanced voice recognition with 911 Assist, 4.2" LCD center stack screen, AppLink and 1 smart-charging USB-C port.</i>	Included
76C	Exterior Backup Alarm (Pre-Installed)	\$140.00

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**Prepared for:**

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2022 F-250 4x4 SD Crew Cab 8' box 176" WB SRW XL (W2B)

Price Level: 215 | Stock No: BUDGET PRICING | VIN: BUDGET PRICING

## As Configured Vehicle (cont'd)

Code	Description	MSRP
	<i>Custom accessory</i>	
<b>Emissions</b>		
425	50-State Emissions System	STD
<b>Interior Color</b>		
AS_01	Medium Earth Gray	N/C
<b>Exterior Color</b>		
Z1_01	Oxford White	N/C
<b>SUBTOTAL</b>		\$42,920.00
Destination Charge		\$1,695.00
<b>TOTAL</b>		\$44,615.00
	LESS CURRENT GOVERNMENT PRICE CONCESSION	- 7,300.00 *
	NET CHASSIS PRICE	= \$37,315.00 *
	ADD SERVICE BODY AND RECIEVER HITCH	+ 9,500.00 *
	STATE INSPECTION	+ 23.75
	BUDGET AMOUNT ONLY	= \$46,838.75 *

\* GOVERNMENT PRICE CONCESSIONS AND SERVICE BODY ARE SUBJECT TO PRICE CHANGES DUE TO TIME AND AVAILABILITY CONSTRAINTS. THIS QUOTE IS FOR BUDGET PURPOSES ONLY.

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.



PW-02

Stakebed

Prepared by: Stephen Hollon

04/15/2021

Boggus Motor Co. | 2521 S Expressway 83 Harlingen Texas | 78550

2022 F-350 Chassis 4x4 SD Regular Cab 169" WB DRW XL (F3H)

Price Level: 215 | Stock No: BUDGET ONLY | VIN: BUDGET ONLY

## As Configured Vehicle

Code	Description	MSRP
<b>Base Vehicle</b>		
F3H	Base Vehicle Price (F3H)	\$40,455.00
<b>Packages</b>		
640A	Order Code 640A <i>Includes:</i> - Engine: 6.2L 2-Valve SOHC EFI NA V8 (Flex-Fuel) - Transmission: TorqShift 10-Speed Automatic Includes neutral idle and selectable drive modes: normal, tow/haul, eco, deep sand/snow and slippery. - GVWR: 14,000 lb Payload Package - Tires: LT245/75Rx17E BSW PLUS A/S Spare may not be the same as road tire. - Wheels: 17" Argent Painted Steel Hub covers/center ornaments not included. - HD Vinyl 40/20/40 Split Bench Seat Includes center armrest, cupholder, storage and driver's side manual lumbar. - Radio: AM/FM Stereo w/MP3 Player Includes 4 speakers. - SYNC Communications & Entertainment System Includes enhanced voice recognition, 911 Assist, 4.2" LCD center stack screen, AppLink, 1 smart-charging USB port and steering wheel audio controls.	N/C
<b>Powertrain</b>		
996	Engine: 6.2L 2-Valve SOHC EFI NA V8 (Flex-Fuel)	Included
44G	Transmission: TorqShift 10-Speed Automatic <i>Includes neutral idle and selectable drive modes: normal, tow/haul, eco, deep sand/snow and slippery.</i>	Included
X4L	Limited Slip w/4.30 Axle Ratio	\$350.00
STDGV	GVWR: 14,000 lb Payload Package	Included
<b>Wheels &amp; Tires</b>		
TD8	Tires: LT245/75Rx17E BSW PLUS A/S <i>Spare may not be the same as road tire.</i>	Included
64K	Wheels: 17" Argent Painted Steel <i>Hub covers/center ornaments not included.</i>	Included
512	Spare Tire, Wheel & Jack <b>Required in Rhode Island.</b> <i>Excludes carrier.</i> <i>Includes:</i> - 4-Ton Hydraulic Jack	\$350.00

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.



Prepared by: Stephen Hollon

04/15/2021

Boggus Motor Co. | 2521 S Expressway 83 Harlingen Texas | 78550

**2022 F-350 Chassis 4x4 SD Regular Cab 169" WB DRW XL (F3H)**

Price Level: 215 | Stock No: BUDGET ONLY | VIN: BUDGET ONLY

**As Configured Vehicle (cont'd)**

Code	Description	MSRP
<b>Seats &amp; Seat Trim</b>		
A	HD Vinyl 40/20/40 Split Bench Seat <i>Includes center armrest, cupholder, storage and driver's side manual lumbar.</i>	Included
<b>Other Options</b>		
PAINT	Monotone Paint Application	STD
169WB	169" Wheelbase	STD
STDRD	Radio: AM/FM Stereo w/MP3 Player <i>Includes 4 speakers. Includes: - SYNC Communications &amp; Entertainment System Includes enhanced voice recognition, 911 Assist, 4 2" LCD center stack screen, AppLink, 1 smart-charging USB port and steering wheel audio controls.</i>	Included
61J	4-Ton Hydraulic Jack Required in Rhode Island.	Included
67X	Extra Heavy-Service Suspension Package <i>Includes pre-selected extra heavy-service front springs (see order guide supplemental reference for springs/FGAWR of specific vehicle configurations). Recommended only on vehicles which will permanently utilize aftermarket equipment such as heavy-duty winches, brush guards or other apparatus which loads the front axle to the specified Gross Axle Weight Rating (GAWR). Note 1: May result in a deterioration of ride quality. Note 2: Vehicle ride height will increase with the addition of this package.</i>	\$125.00
52B	Trailer Brake Controller <i>Includes smart trailer tow connector. Verified to be compatible with electronic actuated drum brakes only.</i>	\$270.00
18B	Platform Running Boards	\$320.00
872	Rear View Camera & Prep Kit <i>Pre-installed content includes cab wiring and frame wiring to the rear most cross member. Upfitters kit includes camera with mounting bracket, 20' jumper wire and camera mounting/aiming instructions.</i>	\$415.00
153	Front License Plate Bracket Standard in states requiring 2 license plates and optional to all others.	N/A
76C	Exterior Backup Alarm (Pre-Installed)	\$140.00
<b>Emissions</b>		
425	50-State Emissions System	STD

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.



Prepared by: Stephen Hollon  
04/15/2021

Boggus Motor Co. | 2521 S Expressway 83 Harlingen Texas | 78550

2022 F-350 Chassis 4x4 SD Regular Cab 169" WB DRW XL (F3H)

Price Level: 215 | Stock No: BUDGET ONLY | VIN: BUDGET ONLY

As Configured Vehicle (cont'd)

Code	Description	MSRP
<b>Interior Color</b>		
AS_01	Medium Earth Gray	N/C
<b>Exterior Color</b>		
Z1_01	Oxford White	N/C
SUBTOTAL		\$42,425.00
Destination Charge		\$1,695.00
TOTAL		\$44,120.00

LESS CURRENT GOVERNMENT PRICE CONCESSION	-	5,700.00	*
NET VEHICLE PRICE	=	\$38,420.00	*
AS PER REQUEST A BODY REMOUNT	+	2,000.00	
SUB TOTAL	=	\$40,420.00	*
STATE INSPECTION	+	23.75	
BUDGET AMOUNT ONLY	=	\$40,443.75	

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

**Prepared for:**

, City Of So Padre Island  
 Prepared by: Stephen Hollon  
 04/15/2021

*pw-08*



Boggus Motor Co. | 2521 S Expressway 83 Harlingen Texas | 78550

2022 F-250 4x4 SD Crew Cab 8' box 176" WB SRW XL (W2B)

Price Level: 215 | Stock No: BUDGET PRICING | VIN: BUDGET PRICING

## As Configured Vehicle

Code	Description	MSRP
<b>Base Vehicle</b>		
W2B	Base Vehicle Price (W2B)	\$41,300.00
<b>Packages</b>		
600A	Order Code 600A <i>Includes:</i> - Engine: 6.2L 2-Valve SOHC EFI NA V8 Flex-Fuel - Transmission: TorqShift-G 6-Spd Auto w/SelectShift - GVWR: 10,000 lb Payload Package - Tires: LT245/75R17E BSW A/S (4) <i>Spare may not be the same as road tire.</i> - Wheels: 17" Argent Painted Steel <i>Includes painted hub covers/center ornaments.</i> - HD Vinyl 40/20/40 Split Bench Seat <i>Includes center armrest, cupholder, storage and driver's side manual lumbar.</i> - Radio: AM/FM Stereo w/MP3 Player <i>Includes 4 speakers.</i> - SYNC Communications & Entertainment System <i>Includes enhanced voice recognition with 911 Assist, 4 2" LCD center stack screen, AppLink and 1 smart-charging USB-C port.</i>	N/C
<b>Powertrain</b>		
996	Engine: 6.2L 2-Valve SOHC EFI NA V8 Flex-Fuel	Included
44S	Transmission: TorqShift-G 6-Spd Auto w/SelectShift	Included
X3E	Electronic-Locking w/3.73 Axle Ratio	\$390.00
STDGV	GVWR: 10,000 lb Payload Package	Included
<b>Wheels &amp; Tires</b>		
TD8	Tires: LT245/75R17E BSW A/S (4) <i>Spare may not be the same as road tire.</i>	Included
64A	Wheels: 17" Argent Painted Steel <i>Includes painted hub covers/center ornaments.</i>	Included
512	Spare Tire, Wheel, Carrier & Jack  Required in RI. Spare tire is standard equipment; becomes optional when (66D) Pickup Box Delete is ordered.	\$295.00
<b>Seats &amp; Seat Trim</b>		
A	HD Vinyl 40/20/40 Split Bench Seat <i>Includes center armrest, cupholder, storage and driver's side manual lumbar.</i>	Included

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

**Prepared for:**

, City Of So Padre Island  
 Prepared by: Stephen Hollon  
 04/15/2021



Boggus Motor Co. | 2521 S Expressway 83 Harlingen Texas | 78550

2022 F-250 4x4 SD Crew Cab 8' box 176" WB SRW XL (W2B)

Price Level: 215 | Stock No: BUDGET PRICING | VIN: BUDGET PRICING

## As Configured Vehicle (cont'd)

Code	Description	MSRP
<b>Other Options</b>		
176WB	176" Wheelbase	STD
63R	Heavy-Service Package for Pickup Box Delete <i>Includes heavy-service front springs (200 lbs. upgrade above the spring computer selected as a consequence of options chosen. Not included if maximum springs have been computer selected as standard equipment) and rear auxiliary springs. Note: Salesperson's Source Book or Ford RV Trailer Towing Guide should be consulted for specific trailer towing or camper limits and corresponding required equipment, axle ratios and model availability.</i> <i>Includes:</i> - Rear Stabilizer Bar	\$125.00
66D	Pickup Box Delete <i>Deletes tie-down hooks, tailgate, rearview camera, 7/4 pin connector and center high-mounted stop lamp (CHMSL) (only on vehicles over 10,000 lbs. GVWR). Incomplete vehicle package - requires further manufacture and certification by a final stage manufacturer. In addition, Ford urges manufacturers to follow the recommendations of the Ford Incomplete Vehicle Manual and the Ford Truck Body Builder's Layout Book (and applicable supplements).</i> <i>Includes:</i> - Rear Bumper Delete - Spare Wheel, Tire, Carrier & Jack Delete	-\$625.00
52B	Trailer Brake Controller <i>Verified to be compatible with select electric over hydraulic brakes. Includes smart trailer tow connector.</i>	\$270.00
18B	Platform Running Boards	\$445.00
153	Front License Plate Bracket <i>Standard in states requiring 2 license plates and optional to all others.</i>	N/C
872	Rear View Camera & Prep Kit <i>Pre-installed content includes cab wiring, frame wiring to the rear most cross member and video display with 4" display. Upfitters kit includes camera with mounting bracket, 14' jumper wire and camera mounting, aiming instructions and electrochromic mirror.</i>	\$415.00
PAINT	Monotone Paint Application	STD
66S	Upfitter Switches (6) <b>Requires Extra Extra Heavy-Duty Alternator (67E) when ordered with 110V/400W Outlet (43C) and Snow Plow Pkg. (473) or Snow Plow/Camper Pkg. (47B).</b> <i>Located in overhead console.</i> <i>Includes:</i> - 200 Amp Alternator	\$165.00
587	Radio: AM/FM Stereo w/MP3 Player <i>Includes 4 speakers.</i> <i>Includes:</i> - SYNC Communications & Entertainment System <i>Includes enhanced voice recognition with 911 Assist, 4.2" LCD center stack screen, AppLink and 1 smart-charging USB-C port.</i>	Included
76C	Exterior Backup Alarm (Pre-Installed)	\$140.00

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

**Prepared for:**

, City Of So Padre Island  
 Prepared by: Stephen Hollon  
 04/15/2021



Boggus Motor Co. | 2521 S Expressway 83 Harlingen Texas | 78550

2022 F-250 4x4 SD Crew Cab 8' box 176" WB SRW XL (W2B)

Price Level: 215 | Stock No: BUDGET PRICING | VIN: BUDGET PRICING

## As Configured Vehicle (cont'd)

Code	Description	MSRP
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*Custom accessory.*

### Emissions

425	50-State Emissions System	STD
-----	---------------------------	-----

### Interior Color

AS_01	Medium Earth Gray	N/C
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### Exterior Color

Z1_01	Oxford White	N/C
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<b>SUBTOTAL</b>		<b>\$42,920.00</b>
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<b>Destination Charge</b>		<b>\$1,695.00</b>
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<b>TOTAL</b>		<b>\$44,615.00</b>
--------------	--	--------------------

LESS CURRENT GOVERNMENT PRICE CONCESSION	-	7,300.00 *
NET CHASSIS PRICE	=	\$37,315.00 *
ADD SERVICE BODY AND RECIEVER HITCH	+	9,500.00 *
STATE INSPECTION	+	23.75
<b>BUDGET AMOUNT ONLY</b>	<b>=</b>	<b>\$46,838.75 *</b>

\* GOVERNMENT PRICE CONCESSIONS AND SERVICE BODY ARE SUBJECT TO PRICE CHANGES DUE TO TIME AND AVAILABILITY CONSTRAINTS. THIS QUOTE IS FOR BUDGET PURPOSES ONLY.

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

Prepared for: , City Of So Padre Island  
7355 Padre Blvd  
South Padre Island, TX 78597  
Office: 956-761-8383  
Ordering FIN Code: QP791

PW-09 (S)

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2021 Ranger 4x4 SuperCab 6' box 126.8" WB XL (R1F)

VIN: BUDGET QUOTE | Price Level: 115 | Stock No: BUDGET QUOTE

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### Client Proposal

Prepared by:  
Stephen Hollon  
Office: 956-423-2580  
Date: 04/15/2021



Boggus Motor Co. | 2521 S Expressway 83, Harlingen, Texas, 78550  
Office: 956-423-2580 | Fax: 956-430-7052

**Prepared for:**

, City Of So Padre Island  
 Prepared by: Stephen Hollon  
 04/15/2021

Boggus Motor Co. | 2521 S Expressway 83 Harlingen Texas | 78550

## 2021 Ranger 4x4 SuperCab 6' box 126.8" WB XL (R1F)

Price Level: 115 | Stock No: BUDGET QUOTE | VIN: BUDGET QUOTE

### As Configured Vehicle

Code	Description	MSRP
<b>Base Vehicle</b>		
R1F	Base Vehicle Price (R1F)	\$28,675.00
<b>Packages</b>		
100A	<b>Equipment Group 100A Standard</b> <i>Includes:</i> - Engine: 2.3L EcoBoost Includes auto start-stop technology. - Transmission: Electronic 10-Speed SelectShift Auto - GVWR: 6,050 lbs - Tires: P255/70R16 A/S BSW - Wheels: 16" Silver Steel - Radio: AM/FM Stereo Includes Bluetooth pass thru and 1 USB port. - 4 Speakers	N/C
<b>Powertrain</b>		
99H	<b>Engine: 2.3L EcoBoost</b> <i>Includes auto start-stop technology.</i>	Included
44U	<b>Transmission: Electronic 10-Speed SelectShift Auto</b>	Included
X73	<b>Electronic-Locking Rear Differential</b>	\$420.00
STDGV	<b>GVWR: 6,050 lbs</b>	Included
<b>Wheels &amp; Tires</b>		
STDTR	<b>Tires: P255/70R16 A/S BSW</b>	Included
64A	<b>Wheels: 16" Silver Steel</b>	Included
<b>Seats &amp; Seat Trim</b>		
S	<b>Front Vinyl Bucket Seats</b> <i>Includes 8-way manual adjustable driver including lumbar, 6-way manual adjustable passenger and driver and passenger manual reclining seats.</i>	N/C
<b>Other Options</b>		
126WB	<b>126.8" Wheelbase</b>	STD
PAINT	<b>Monotone Paint Application</b>	STD
STDRD	<b>Radio: AM/FM Stereo</b>	Included

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

**Prepared for:**

, City Of So Padre Island  
Prepared by: Stephen Hollon

04/15/2021

Boggus Motor Co. | 2521 S Expressway 83 Harlingen Texas | 78550

2021 Ranger 4x4 SuperCab 6' box 126.8" WB XL (R1F)

Price Level: 115 | Stock No: BUDGET QUOTE | VIN: BUDGET QUOTE

**As Configured Vehicle (cont'd)**

Code	Description	MSRP
	<i>Includes Bluetooth pass thru and 1 USB port. Includes: - 4 Speakers</i>	
53R	<b>Trailer Tow Package</b>	\$495.00
	<i>Includes towing capability up to TBD lbs and 4-pin/7-pin wiring harness. Includes: - Class IV Trailer Hitch Receiver</i>	
153	<b>Front License Plate Bracket</b>	N/C
	<i>Standard in states requiring 2 license plates and optional to all others.</i>	
86S	<b>Tough Bed Spray-In Bedliner</b>	\$495.00
	Ford accessory.	
<b>Fleet Options</b>		
60H	<b>Exterior Backup Alarm</b>	\$145.00
	Requires valid FIN code.	
<b>Emissions</b>		
425	<b>50-State Emissions System</b>	STD
<b>Interior Color</b>		
SH_03	<b>Ebony</b>	N/C
<b>Exterior Color</b>		
YZ_01	<b>Oxford White</b>	N/C
<b>SUBTOTAL</b>		<b>\$30,230.00</b>
<b>Destination Charge</b>		<b>\$1,195.00</b>
<b>TOTAL</b>		<b>\$31,425.00</b>

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.

# QUOTATION



**WYLIE IMPLEMENT & SPRAYERS**  
**P. O. BOX 609**  
**RAYMONDVILLE, TX 78580**  
**956-689-2137**



**CUSTOMER**      CITY OF SOUTH PADRE ISLAND  
**ADDRESS**      4601 PADRE BLVD  
                       SOUTH PADRE ISLAND , TX 78597  
**PHONE**         SOURCEWELL #190863

SALES REPRESENTATIVE	RODNEY	QUOTE GOOD UNTIL	06/15/21
ITEM		PRICE	
2020 CASE-IH MAXXUM 125 TRACTOR		LIST PRICE	\$144,233.00
SEMI POWERSHIFT TRANSMISSION 26MPH		30% DISC	(\$43,270.00)
FOUR MECHANICAL REMOTES		FREIGHT	\$1,421.00
520/85R38R1W REARS 420/85R28 RIW FRONTS		PDI	\$1,000.00
CAT 2 HITCH \$600.00 FREIGHT \$2,000		MISC	\$2,600.00
		SALE PRICE	<u>\$105,984.00</u>
SOURCEWELL CONTRACT #110719-CNH			
2020 CASE-IH L105 NSL EURO LOADER		LIST PRICE	\$9,773.00
95" STD EURO STYLE BUCKET		23% DISC	(\$2,248.00)
PALLET FORKS		FREIGHT	\$530.00
		PDI	\$500.00
		FORKS	\$1,000.00
		SALE PRICE	<u>\$9,555.00</u>
UNIT AVAILABLE FOR RETAIL SALE WITHIN 10 DAYS OF SPI PO			
UNLESS UNIT SOLD BEFORE SPI PO CONFIRMATION		TOTAL PRICE	\$115,539.00

SIGNED

Rodney R Rivera

DATE 5-18-2021

## Public Works Kabota Tractor request

Public Works has improved our Landscaping and maintenance to the Greenscapes. Our PR-100 project and Monarch Trail nears total completion and the Tompkins Park Soccer Field is complete we developed some new Needs for equipment and methods to properly Maintain the Landscaping entrusted to our department.

Kabota Tractor MX-6000	\$28,397.52
Land pride 84 in Grooming Mower	\$4,162.78
Land pride 72 in. landscape rake	\$1,224.00
Land pride 72 in. Box Scraper	\$1,596.84
Land pride 650 lb Fertilizer Spreader	\$1,096.50
<b>Total</b>	<b>\$36,477.64</b>





Contract Numbers:  
CE - 597-19  
GM - 5611-20

MX6000HST WEB QUOTE #2019008  
Date: 5/10/2021 10:24:21 AM  
-- Customer Information --  
RAMIREZ, EFRAIN  
CITY OF SOUTH PADRE ISLAND  
ERAMIREZ@MYSPI.ORG  
9567618131

Quote Provided By  
ELLIFF MOTORS  
Collin Stewart  
4300 S EXPRESSWAY 77  
Harlingen TX 78552  
email: collin@elliffmotors.com  
phone: 9562459390

-- Standard Features --

-- Custom Options --



M Series

**MX6000HST  
UTILITY TRACTOR, 4WD, 2 POST FOLDABLE ROPS, HST  
TRANSMISSION**

\*\*\* EQUIPMENT IN STANDARD MACHINE \*\*\*

**DIESEL ENGINE**

Model # V2403  
Direct Injection  
4 Cyl 148.6 cu in  
^ 59.5 Net Eng HP  
^ 51.7 PTO HP  
@ 2700 Eng rpm  
EPA Tier 4 Emission Cert.  
Turbo Common Rail Electronic Fuel Injection  
12V - 600 CCA Battery  
Charging Output 45 Amps

**FLUID CAPACITY**

Fuel Tank 13.5 gal  
Cooling System 6.9 qts  
Crankcase with filter 7.4 qts  
Transmission and  
Hydraulics 11.6 gal

**POWER TAKE OFF**

Live-Independent H<sub>2</sub>draulic  
540 rpm Rear PTO  
@ 2700 Eng rpm  
SAE Std 1 3/8" Six Splines

**HYDRAULICS**

Open Center - Gear Pump  
4.9 gpm Power Steering  
9.5 gpm Remote/3 Pt. Hitch  
14.4 gpm Total Hyd Flow  
Cat Lift 3-point Hitch  
At lift Point 2870 lbs  
24" Behind 2310 lbs  
Telescoping Lower Links  
Telescoping Stabilizers

**SAFETY EQUIPMENT**

2-Post Foldable ROPS w/  
Retractable Seat Belt  
Flip-Up PTO Shield  
Safety Start Switches  
Parking Brakes  
Electric Key Shut Off  
Turn Signals  
SMV Sign

^ Manufacturer Estimate

**OPERATORS PLATFORM**

Semi-Flat Deck w/Hanging Pedals  
High Back Seat with Adjustable  
Suspension  
Rubber Floor Mat  
Stationary PTO Switch  
Cup Holder  
Color Coded Controls

**FRONT AXLE**

Hydrostatic Power Steering  
4WD Cast Iron Bevel Gear

**INSTRUMENTS**

Tachometer/Hour Meter  
Fuel Gauge Meter  
Warning Symbols  
Coolant Temperature Meter

**TRANSMISSION**

3 Range Low/Med/High  
Cruise Control Standard  
Mech Wet Disc Brakes  
Left Side Brake Pedals  
Rear Differential Lock

**SELECTED TIRES**

AMXR8828 & AMXR8862A  
FRONT - 12-16.5 R4 Titan HD-2000  
REAR - 17.5L-24 R4 Titan Industrial Contractor TL

MX6000HST Base Price: \$32,446.00

(1) 1ST POS LEVER KIT MX5400/MX6000 ROPS MX6883-1ST POS LEVER KIT MX5400/MX6000 ROPS	\$527.00
(1) 2ND POS LEVER KIT MX5400/MX6000 ROPS MX5882-2ND POS LEVER KIT MX5400/MX6000 ROPS	\$261.00
(1) 3RD POS LEVER KIT MX5400/MX6000 ROPS MX6883-3RD POS LEVER KIT MX5400/MX6000 ROPS	\$261.00
(2) DOUBLE ACTING VALVE L2303-DOUBLE ACTING VALVE	\$502.00
(1) DELUXE FIBERGLASS CANOPY KIT E134-DELUXE FIBERGLASS CANOPY KIT	\$409.00
(1) DOUBLE ACTING VALVE L2303-DOUBLE ACTING VALVE	\$251.00
(1) MOUNTING BRACKET FOR CANOPY E136-MOUNTING BRACKET FOR CANOPY	\$202.00

Configured Price: **\$34,859.00**

**BUY BOARD Discount:** **(\$7,668.98)**

**SUBTOTAL:** **\$27,190.02**

Dealer Assembly **\$552.50**

Freight Cost. **\$405.00**

PDI. **\$250.00**

Total Unit Price: \$28,397.52  
Quantity Ordered: 1  
Final Sales Price: \$28,397.52

**Purchase Order Must Reflect  
the Final Sales Price**

To order equipment - purchase orders must be made out and returned to:

Kubota Tractor Corporation  
Attn: National Accounts  
1000 Kubota Drive  
Grapevine, TX 76051  
or email NA.Support@kubota.com  
or call 817-756-1171 or fax 844-582-1581

\*All equipment specifications are as complete as possible as of the date on the quote. Additional attachments, options, or accessories may be added (or deleted) at the discounted price. All specifications and prices are subject to change. Taxes are not included. The PDI fees and freight for attachments and accessories quoted may have additional charges added by the delivering dealer. These charges will be billed separately. Prices for standard quoted are good for 60 days from the date shown on the quote. All equipment as quoted is subject to availability.

# Specifications

Model	MX5400		MX6000	
	Gear-Drive Transmission		HST	HST
	2WD	4WD	4WD	4WD
<b>Engine</b>	V2403CR-T			
Type (Make: KUBOTA)	CRS, direct injection, liquid cooled diesel			
Engine gross SAE J1995 power	HP (kW)	55.5 (41.4)	57.0 (42.5)	83.4 (47.3)
Engine net SAE J1349 power	HP (kW)	53.0 (39.5)	53.8 (40.1)	59.5 (44.4)
PTO power	HP (kW)	46.5 (34.7)		51.7 (38.6)
No. of cylinders/Aspiration	4 / Turbocharged			
Total displacement	cu. in. (cm <sup>3</sup> )	148.6 (2434)		
Rated speed	rpm	2700		
Fuel tank capacity	US gal. (l)	11.9 (45)		
Air cleaner	Dry-dual element			
Alternator (ROPS / CAB)	Amp	45 / 60		
<b>Transmission</b>	8F/8R		3-range speed	
No. of speeds	Partially synchronized (3rd & 4th)			
Main gear shift (4 speeds) (ROPS / CAB)	Synchronized		Hydrostatic Pedal Operation	
Shuttle	Dry single plate		No clutch	
Main clutch				
Brake	Mechanical wet disc			
Differential lock	Rear standard (mechanical)			
<b>PTO</b>	Live independent, hydraulic PTO with PTO brake, wet clutch			
PTO type	Ø 540 rpm			
Speed				
<b>Hydraulic</b>	Category I & II			
Pump capacity (main)	gpm (l/min)	9.5 (35.8)		
Power steering	gpm (l/min)	4.9 (18.6)		
3-point hitch	Position (std), Draft (opt)			
Control system	2310 (1050)			
No. of remote valves	Maximum 3 (opt)			
<b>Tires</b>	Front/Rear		8.5-16/14.9-26	
Standard <sup>(1)</sup>	7.5L-15/14.9-26		8.5-16/14.9-26	
<b>Traveling speeds (w/std. Ag. tires)</b>	Forward		Reverse	
No. of speeds (at rated engine speed)				
First	1.1 (1.7)	5.1 (8.2)	1.0 (1.8)	4.7 (7.5)
Second	1.5 (2.4)	7.2 (11.8)	1.4 (2.2)	6.8 (10.7)
Third	2.4 (3.9)	11.7 (18.9)	2.2 (3.6)	10.7 (17.3)
Fourth	3.6 (5.8)	17.3 (27.9)	3.3 (5.3)	15.9 (25.6)
			Forward	Reverse
			L: 0 to	L: 0 to
			4.2 (6.7)	3.7 (6.0)
			M: 0 to	M: 0 to
			8.1 (13.0)	7.3 (11.8)
			H: 0 to	H: 0 to
			17.7 (28.5)	18.0 (25.8)
<b>Other features</b>	4WD drive system (4WD model)		Bevel gear type	
Steering			Hydrostatic Power Steering	
Hood type / Pedal type			Full open hood / Hanging pedals	
Deck type			Flat	
<b>Dimensions</b>	Overall length (w/o 3P)		125.8 (3195)	
	in. (mm)	127.8 (3245)		
Overall height (w/Foldable ROPS / CAB)	in. (mm)	95.7 (2430) / 92.7 (2355)		
Overall width (Minimum)	in. (mm)	69.7 (1770)		
Wheelbase	in. (mm)	74.8 (1895)		
Min. ground clearance	in. (mm)	15.2 (385)		
Tread width Front	in. (mm)	50.4-62.2 (1280-1580)		52.2 (1325)
Rear	in. (mm)	54.1-58.7 (1375-1490)		
Turning radius (w/ brake)	ft. (m)	8.5 (2.6)		8.9 (2.7)
Weight (with ROPS)	lbs. (kg)	3474 (1576)		3734 (1694)
(with CAB)	lbs. (kg)	4251 (1928)		4268 (1938)

Kubota Tractor Corporation reserves the right to change the stated specifications without notice. This brochure is for descriptive purposes only and reasonable efforts were used to set forth the contained information; some items shown may be optional and some products shown may not be available at all dealerships. Kubota disclaims all representations and warranties, express or implied, or any liability from the use of this brochure. For complete warranty, safety and product information, consult your local Kubota dealer and the operator's manual. Power (BHP/kW) and other specifications are based on various standards or recommended practices. For the use of safety, Kubota strongly recommends the use of a Rollover Protective Structure (ROPS) and seat belt in almost all applications. This brochure is intended for the United States and US territories only. For information regarding Kubota products or services outside these areas, see Kubota Corporation's global web site. Kubota does not provide parts, warranty or service for any Product which is re-sold or resited in any country other than the country for which the Product(s) were designed or manufactured.



**KUBOTA TRACTOR CORPORATION**  
 1000 Kubota Drive Grapevine, TX 76051 Tel 888-4 KUBOTA  
 Visit our web site at: [KubotaUSA.com](http://KubotaUSA.com)

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**Kubota**  
**Genuine Parts**  
 for maximum performance, durability and safety

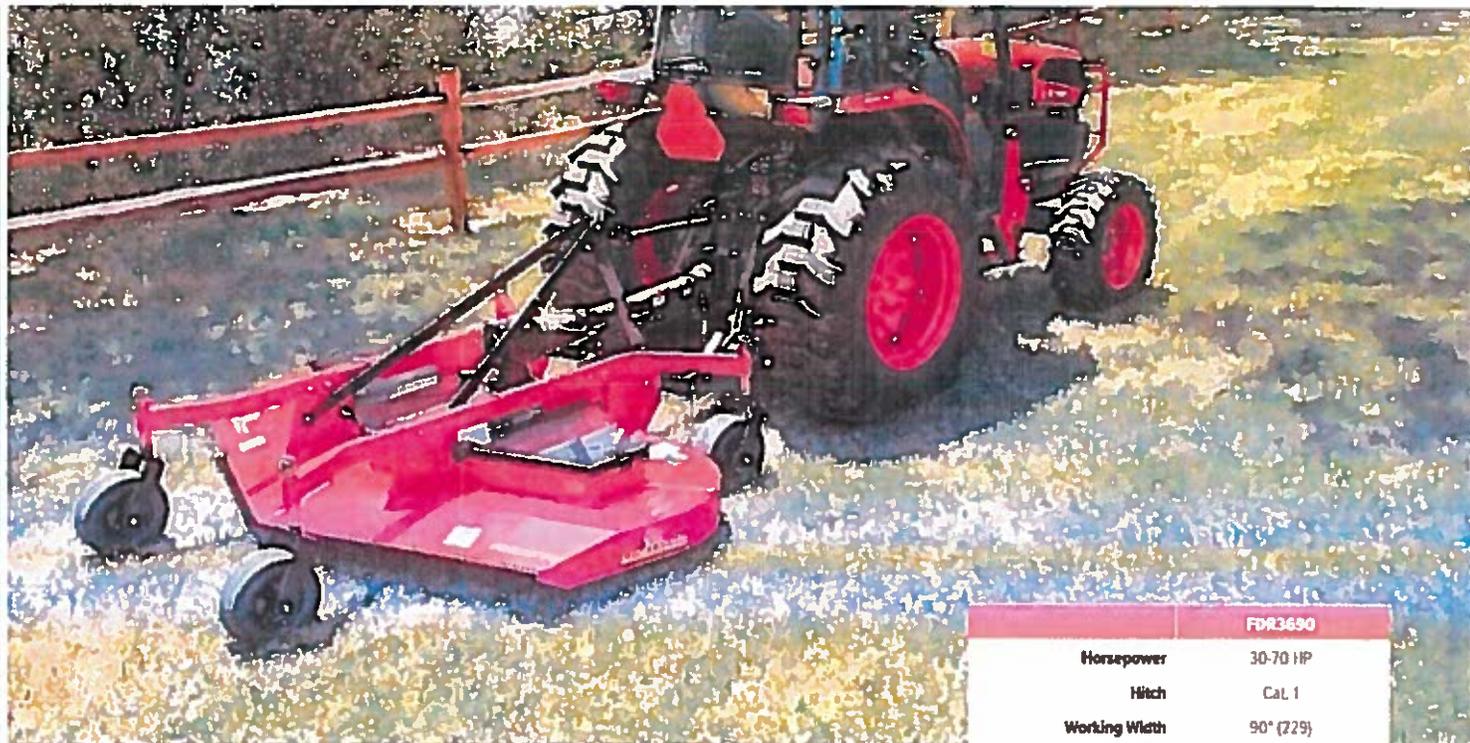


# FDR36 SERIES GROOMING MOWERS

HP REQUIRED  
30-70 HP

HITCH  
Cat. 1

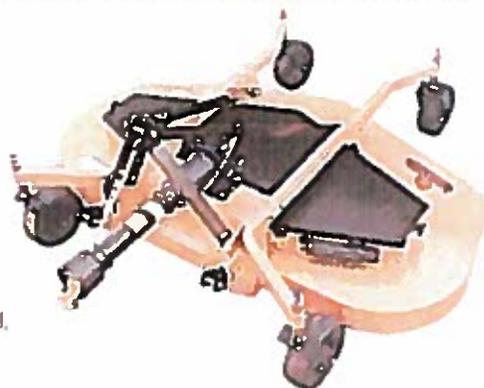
MOWERS



	FDR3690
<b>Horsepower</b>	30-70 HP
<b>Hitch</b>	Cat. 1
<b>Working Width</b>	90" (229)
<b>Overall Width (cm)</b>	92" (234)
<b>Weight - lb (kg)</b>	930 (422) (w/o Front Roller)
<b>Mowing Height</b>	1" - 6-1/2" in 1/4" Increments w/Plated Spacers
<b>Discharge</b>	Rear
<b>Lower Hitch</b>	Floating Clevis w/Plated Pins
<b>Top Link</b>	Floating Clevis
<b>Deck Material Thickness</b>	3/16"
<b>Blades 6 ea.</b>	Free Swinging, 3/4" x 2 1/2" x 14" Hardened, Medium Lift (2 per Blade Spindle)
<b>Blade Overlap</b>	2"
<b>Blade Tip Speed</b>	16,500 fpm
<b>Blade Spindles</b>	1-3/8" Stressproof® Shaft
<b>Deck Spindle Housings</b>	Cast Iron Greasable Hubs
<b>Drive Train</b>	540 rpm Double V Powerband Belt
<b>Belt Take-up</b>	Spring Loader Idler
<b>Gearbox</b>	540 rpm, Cast Iron Housing with Beveled Gears
<b>Caster Gauge Wheels</b>	5" x 13" Semi-Solid Tire with Bearings
<b>Caster Wheel Spindle</b>	1-1/4" Diameter with Greasable Bushing
<b>DriveLine</b>	Heavy-Duty Cat. 4 w/Quick Coupler
<b>Front Roller</b>	Optional
<b>Colors</b>	

## Call it "Contractor-duty"

Our FDR3690 Grooming Mower is built for commercial use by mowing contractors. Contractors will appreciate the ease of maintenance and the 6 free-swinging medium-lift blades that provide a uniform cut in heavy turf grasses. The tapered deck design allows operators to get close to obstacles while the rear discharge directs debris toward the ground, allowing for even distribution of clippings.



The FDR36 frame-over-deck design is engineered for maximum airflow, featuring a roll-formed 1/4" leading edge, 6 free-swinging blades and a tapered and sloped rear deflector.



Rear discharge distributes an even layer of grass directly behind the mower, keeping grass from blowing in unwanted areas.



Main drive cast iron pulley offers superior strength and belt slippage control.



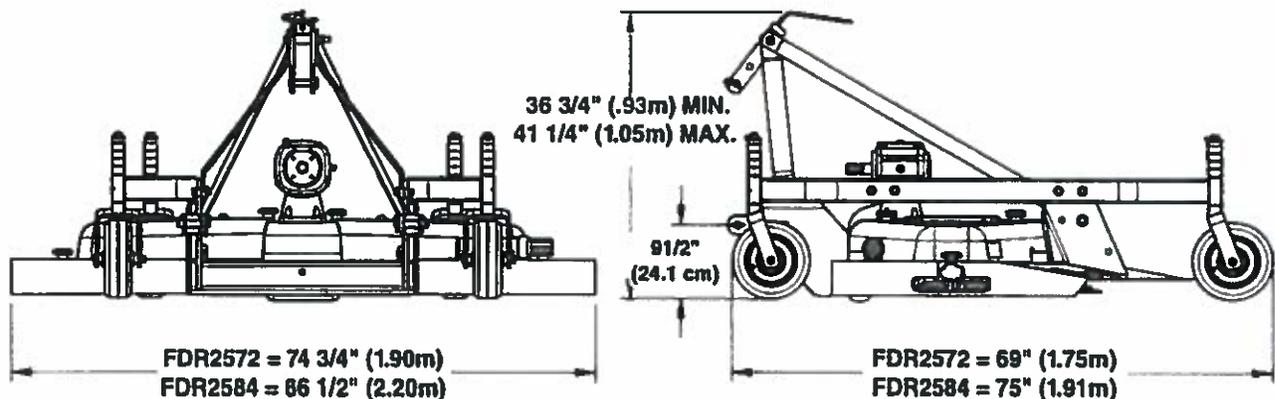
Clevis type lower hitch points allow for easy hook-up. Simply remove pins and back into clevises.



\*See dealer for complete warranty information

### FDR25 Series Rear Discharge Mowers

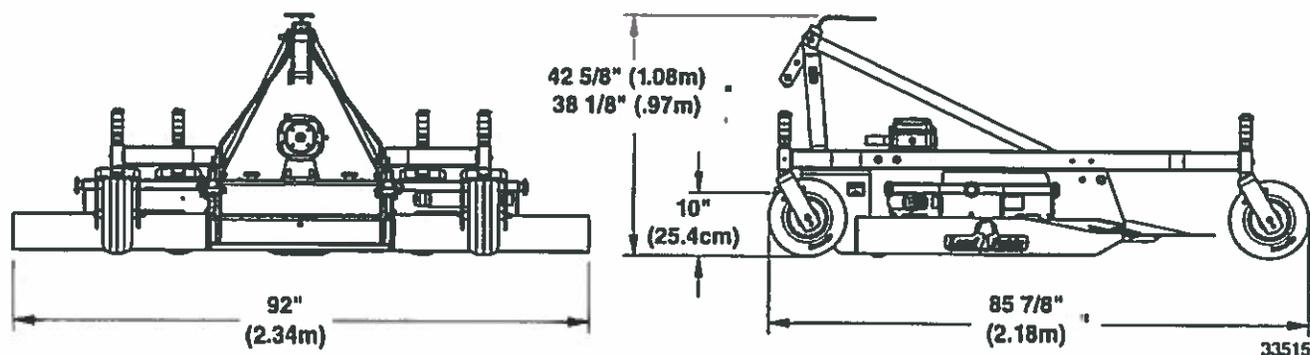
Specifications & Capacities		
Model Numbers	FDR2572	FDR2584
Maximum Horsepower - Engine	60 horsepower (44.7kW)	
Cutting Width	72" (1.83m)	84" (2.13m)
Overall Width	74 7/8" (1.90m)	86 1/2" (2.20m)
Height	35 1/2" (.90m)	
Length	69" (1.75m)	75" (1.91m)
Weight	718 lbs (325.7 kg)	812 lbs (368.3 kg)
Cutting Height [1/2" (13mm) increments]	3/4" - 5 1/4" (19cm - 13.3cm)	
Deck Material Thickness	3/16" (5mm)	
Blade Tip Speed	18,130 FPM (92.1mps)	17,210 FPM (87.4mps)
Blades Construction - 3 each	1/4" x 2 1/2" x 25" Heat Treated Alloy Steel	5/16" x 2 1/2" x 29" Heat Treated Alloy Steel
Blade Options	Standard Blades: Medium Lift Optional Blades: Low Lift, High Lift & Mulching	
Blade Overlap	1 1/4" (32mm)	
Blade Spindles	Greasable	
Discharge	Rear	
Hitch	Category 1	
Lower Hitch	Floating & Adjustable Clevis with Plated Pins	
Top Link	Floating & Adjustable Clevis	
Castered Gauge Wheels	3 1/4" x 10" Solid Rubber	4" x 11" Semi Solid
Caster Wheel Spindle	1" Diameter with Greasable Bushing	
Drive Train	540 rpm power take-off Cast Iron Housing Gearbox With Beveled Gears, 1:2.83 Ratio Spring Loaded Single V-Belt	
Gearbox Oil Capacity & Type	3.5 Pints of 80-90W EP Gear Lube	
Driveline	Heavy-duty w/ quick coupler	
Front Roller	Optional	
Quick Hitch Compatible	Fits Land Pride Quick Hitch	



26761

### FDR3690 Rear Discharge Mower

Specifications & Capacities		FDR3690
Tractor Horsepower Rating	hp (kW)	30-70 (22.4 - 52.2)
Cutting Width	inch (m)	90 (2.29)
Overall Width	inch (m)	92 (2.34)
Overall Height	inch (m)	38 1/8 (.97)
Overall Length	inch (m)	85 7/8 (2.18)
Weight Without Front Roller	lbs (kg)	930 (421.8)
Front Roller	lbs (kg)	Optional, Weight = 6 (2.7)
Cutting Height	inch (mm)	1 (25) to 6 1/2 (165) in 1/4 (6) increments with plated spacers
Deck Material Thickness	inch (mm)	3/16 (5)
Blade Tip Speed	lpm (mps)	16,500 (83.8)
Blades Construction - 6 each		Free swinging, 1/4" x 2 1/2" x 14" Hardened, Medium Lift (2 per blade spindle)
Blade Overlap	inch (cm)	2 (5.1)
Blade Spindles		1 3/8" Stress-Proof Shaft
Deck Spindle Housings		Cast Iron Greasable Hubs
Belt		Double V Powerband Belt
Belt Take-Up		Spring Loaded Idler
Gearbox		540 rpm Cast Iron Housing Gearbox With Beveled Gears, 1:2.75 Ratio
Gearbox Oil Capacity & Type	pints (L)	3.5 (1.66) of 80-90W EP Gear Lube
Discharge		Rear
Hitch		Category I
Quick Hitch Compatible		Fits Land Pride Quick Hitch
Lower Hitch		Floating Clevis with Plated Pins
Top Link		Floating Clevis
Castered Gauge Wheels		5" x 13" Semi-Solid Tire with Bearings
Caster Wheel Spindle		1 1/4" Diameter with Greasable Bushing
Driveline		Heavy-Duty Cat. 4 W/Quick Coupler



		<b>CONTRACT PRICING WORKSHEET</b>				Submission #	2969-1
						Date Prep	5/11/2021
This Worksheet is prepared by LAND PRIDE and given to BuyBoard Member. <b>NOTE: **PO must be made out: Dealer Name (MDD for Land Pride, Division of Great Plains Mfg.)****</b> Troy Olson - National Accounts Manager / 787-822-5651 / troy.olson@landpride.com							
Buying Agency	City of South Padre Island			Dealer #	112947	Sales Rep Name	Eliff Kubota
Contact Person	Efrain Garcia			Dealer Contact	Stephanie Russell	<i>JFR</i>	
Phone	956-456-0926			Phone	361-688-6004		
Fax				Email	stephanie@eliffmotors.com		
Email	erantrez@myspi.org			Ship to Location	Harlingen		
Product Code	LR1672	Description	Land Pride Landscape Rake (LP2023)				
A. Product Item Base Unit Price Per Contractor's Buy Board Contract: # 611-20							\$ 1,172.00
B. Published Options - Itemize below - Attach additional sheet if necessary - Include Option Code in description if applicable (Note: Published Options are options which were submitted and priced in Contractor's bid.)							
Description		Cost	Description			Cost	
82 - Orange		50.00					
			Subtotal from additional sheet(s):				
						Subtotal B:	\$ 5
C. Unpublished Options - Itemize below - Attach additional sheet if necessary (Note: Unpublished options are items which were not submitted and priced in Contractor's bid.)							
Description		Cost	Description			Cost	
			Subtotal from additional sheet(s):				
						Subtotal C:	\$ 5
D. Total Cost before any other applicable Charges, Trade-ins, Allowances, Discounts, Etc. (A+B+C)							
Quantity Ordered:		1	X Subtotal of A+B+C:		\$ 1,172.00	Subtotal D: \$ 1,172.00	
E. Other Charges, Trade Ins, Allowances, Discounts, Etc.							
Description		Cost	Description			Cost	
Freight (LTL)		\$120.00					
Set Up		\$150.00					
Delivery		\$75.00					
			Subtotal E:			\$ 345.00	
			Discount Percentage:			2% (15%)	
			Discount Total:			\$ 293.00	
Estimated Delivery Date:		TBD		F. Total Purchase Price (D+E)		\$ 1,224.00	



# LR05/16 SERIES LANDSCAPE RAKES



DIRTWORKING

## The essential tool for landscapers.

As one of America's largest suppliers of Landscape Rakes, Land Pride offers light-duty through construction-grade models. Designed for raking rocks, dirt, sand, and landscaping and construction debris, our rakes are the landscaper's perfect tool to clean and prepare a site for seeding as well as general maintenance around farms, parks and beaches.



	LR0548	LR0560	LR1660	LR1672	LR1684	LR1696
<b>Horsepower</b>	15-25 HP			70-80 HP		
<b>Hitch</b>	Cat. 1			Cat. 1		
<b>Working Width (cm)</b>	48" (122)	60" (152)	60" (152)	72" (183)	84" (213)	96" (244)
<b>Angle/Position</b>	5 Forward Up to 30°			7 Forward Up to 45°		
<b>No. of Teeth</b>	26	34	30	36	42	48
<b>Teeth Spacing</b>	1-3/4" Centers			2" Centers		
<b>Teeth Material</b>	High Carbon Spring Steel			High Carbon Spring Steel		
<b>Tooth Size</b>	5/4" x 3/4"			5/16" x 1"		
<b>Rake Height</b>	12"			15-1/2"		
<b>Weight - lb (kg)</b>	98 (44)	113 (51)	241 (109)	270 (122)	291 (132)	316 (143)
<b>Options</b>	N/A			Dual Gauge Wheel's 13" x 4" x 6" or 13" x 6.5" x 6" Flip-Down Grader Blade (Must be Used in conjunction with Dual Gauge Wheel's)		
<b>Colors</b>						

\*See dealer for complete warranty information.





# BB15/25 SERIES BOX SCRAPERS

HP REQUIRED  
17-55 HP

HITCH  
Cat. 1

DIRTWORKING



## Level, finish, grade, and backfill - all with one tool.

Land Pride's BB15 and BB25 Series Fixed Bar Box Scrapers are ideal for ripping, leveling, finish grading, and backfilling applications at feedlots, outdoor arenas, and construction sites, or for maintenance operations on lanes or roadways. The BB25 offers five different working widths to choose from. The roll-formed moldboard keeps materials flowing putting less drag on the Box Scraper, resulting in lower HP requirements and faster working conditions. The rear-mounted blade allows for backfilling trenches or along foundations.



Side panel gussets reinforce the structural integrity during extreme conditions. (BB25 only)

	BB1560	BB1566	BB1572	BB2560	BB2566	BB2572	BB2584	BB2596
<b>Horsepower</b>		17-40 HP				25-55 HP		
<b>Hitch</b>		Cat. 1				Cat. 1		
<b>Working Width (cm)</b>	60" (152)	66" (168)	72" (183)	60" (152)	66" (167)	72" (182)	84" (213)	96" (244)
<b>Height of Moldboard</b>		17"				17"		
<b>Side Panel Material</b>		5/16"				3/8"		
<b>Depth of Bucket</b>		22"				22"		
<b>Overall Depth</b>		31-1/2"				31-1/2"		
<b>Overall Height</b>		35"				35"		
<b>Weight - lb (kg)</b>	428 (194)	450 (204)	504 (229)	471 (214)	500 (227)	549 (249)	593 (269)	658 (298)
<b>Number of Shanks</b>	4	5	6	5	5	7	7	8
<b>A-Frame Material</b>		V2" x 3" Flat Bar				V2" Plate		
<b>Cutting Edges</b>		Two V2" x 6" High Carbon Heat Treated Blades, Reversible & Replaceable				Two V2" x 6" High Carbon Heat Treated Blades, Reversible & Replaceable		
<b>Colors</b>								



\*See dealer for complete warranty information.



		<b>CONTRACT PRICING WORKSHEET</b>				Submission #	2970
						Date Prep	5/11/2021
This Worksheet is prepared by LAND PRIDE and given to BuyBoard Member. NOTE: **PO must be made out: Dealer Name (MDD for Land Pride, Division of Great Plains Mfg.)** Troy Olson - National Accounts Manager / 783-822-5051 / troy.olson@landpride.com							
Buying Agency	City of South Padre Island			Dealer #	112947	Dealer Name	Eliff Kubota
Contact Person	Efrain Garcia			Dealer Contact	Stephanie Russell	<i>J.R.</i>	
Phone	956-456-0925			Phone	361-688-6004		
Fax				Email	stephanie@eliffmotors.com		
Email	efgarcia@cityofsp.org			Ship to Location	Harlingen		
Product Code	FSP1000-81	Description	Land Pride Fertilizer Spreader (LP2023)				
A. Product Item Base Unit Price Per Contractor's Buy Board Contract # 611-20							\$ 1,002.00
B. Published Options - Itemize below - Attach additional sheet if necessary - Include Option Code in description if applicable (Note: Published Options are options which were submitted and priced in Contractor's bid)							
Description		Cost	Description		Cost		
Subtotal from additional sheet(s):							
					Subtotal B:	\$	
C. Unpublished Options - Itemize below - Attach additional sheet if necessary (Note: Unpublished options are items which were not submitted and priced in Contractor's bid)							
Description		Cost	Description		Cost		
Subtotal from additional sheet(s):							
					Subtotal C:	\$	
D. Total Cost before any other applicable Charges, Trade-Ins, Allowances, Discounts, Etc. (A+B+C)							
Quantity Ordered:	1	X	Subtotal of A+B+C:	\$ 1,002.00	=	Subtotal D:	\$ 1,002.00
E. Other Charges, Trade Ins, Allowances, Discounts, Etc.							
Description		Cost	Description		Cost		
Freight (LTL)		5120.00					
Set Up		5150.00					
Delivery		575.00					
					Subtotal E:	\$ 345.00	
					Discount Percentage:	%	
					Discount Total:	\$ 250.50	
Estimated Delivery Date:		TBD	F. Total Purchase Price (D+E):		\$	\$ 1,096.50	

# FSP SERIES SPREADERS

HP REQUIRED  
15-20 HP Min.

HITCH  
Cat. 1

SEEDERS



## Spreading made fast and easy with weatherproof hopper.

Featuring an all-steel frame, frontal splash plate and three available hopper sizes, Land Pride Broadcast Spreaders fit most landscape, nursery, hobby farm, sod farm, and municipality uses.

- Spin-type broadcast for even spreading
- One piece seamless Polyethylene hopper
- Adjustable delivery patterns
- Vinyl cover option to keep the elements out
- PTO Driven

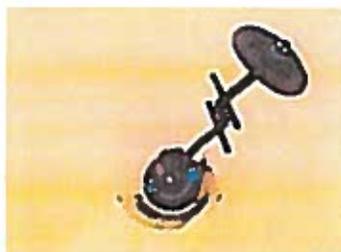
## Compare to others!

Stainless Steel Parts

- Spinner Plate
- Spinner Vanes
- Hopper Doors, Hardware and Adjustment Handle



A built in tow hook handles up to 1200 pounds, just right for hauling extra sacks of fertilizer or seed.



Our agitator is standard equipment and is useful when spreading powder type materials that tend to bridge

	FSP500	FSP700	FSP1000
Min. Horsepower	15 HP	18 HP	20 HP
Hitch		Cat. 1	
Capacity (kg)	350 lbs (158.7) 5.85 cu ft.	563 lbs (255) 9.38 cu ft.	673 lbs (305) 11.22 cu ft.
Overall Dimensions	37.2" x 40.4"	44" x 46"	46.8" x 46.8"
Loading Height	3'	3' 4"	3' 9"
Weight - Empty - lb (kg)	119 (54)	128 (58)	139 (63)
Net Spreadable Granular Width		23' - 54'	
Transmission Ratio		1:1	
Range of Spreading Possibility - lb/ acres		44 - 890	



**CITY OF SOUTH PADRE ISLAND  
CITY COUNCIL  
AGENDA REQUEST FORM**

**MEETING DATE:** June 2, 2021

**NAME & TITLE:** Rodrigo Gimenez, CFO

**DEPARTMENT:** Finance Department

**ITEM**

Discussion and action to approve Resolution No. 2021-12 approving a plan of finance to issue a series of tax notes to finance street, sidewalk, median and related drainage improvements and authorizing the city's staff and professional advisors to prepare and distribute all documents and take all actions deemed necessary in connection with preparing for the issuance of such tax notes. (Gimenez)

**ITEM BACKGROUND**

Resolution to allow the issuance of \$5 million in principal amount of City's Tax Notes, Series 2021, to finance certain street, sidewalk, median and related drainage improvements, including on, but not limited to, Laguna Blvd.

**BUDGET/FINANCIAL SUMMARY**

Issuance of approximately \$5 million in principal amount of City's Tax Notes to be paid in 7 years.

**COMPREHENSIVE PLAN GOAL**

N/A

**LEGAL REVIEW**

Sent to Legal: No

Approved by Legal: No

**RECOMMENDATIONS/COMMENTS:**

Approve

RESOLUTION NO. \_\_\_\_\_

**RESOLUTION APPROVING A PLAN OF FINANCE TO ISSUE A SERIES OF TAX NOTES TO FINANCE STREET, SIDEWALK, MEDIAN AND RELATED DRAINAGE IMPROVEMENTS AND AUTHORIZING THE CITY'S STAFF AND PROFESSIONAL ADVISORS TO PREPARE AND DISTRIBUTE ALL DOCUMENTS AND TAKE ALL ACTIONS DEEMED NECESSARY IN CONNECTION WITH PREPARING FOR THE ISSUANCE OF SUCH TAX NOTES**

**THE STATE OF TEXAS** §  
**COUNTY OF CAMERON** §  
**CITY OF SOUTH PADRE ISLAND** §

*WHEREAS*, the City Council of the **CITY OF SOUTH PADRE ISLAND, TEXAS** (the "*City*") deems it necessary and appropriate to issue a series of general obligation tax notes to finance certain street, sidewalk, median and related drainage improvements, including on, but not limited to, Laguna Boulevard; and

*WHEREAS*, the City's financial advisor (Estrada Hinojosa & Company, Inc.) has prepared a plan of finance to issue approximately \$5,000,000 in principal amount of the City's *Tax Notes, Series 2021*, and (the "*Proposed Series 2021 Tax Notes*") ; and

*WHEREAS*, the City Council now deems it advisable to (i) approve the plan of finance prepared by the City's financial advisor, (ii) authorize the City Manager and the Finance Director to determine the method of sale (i.e., private placement following competitive bids or a negotiated underwriting) and, if the Proposed Series 2021 Tax Notes are to be sold pursuant to a negotiated underwriting, approve an underwriter or a team of underwriters for the Proposed Series 2021 Tax Notes, and (iii) authorize the City's staff and professional advisors to prepare and distribute all documents (including but not limited to a Preliminary Official Statement if the Proposed Series 2021 Tax Notes are to be sold pursuant to a negotiated underwriting) and take all actions deemed necessary in connection with preparing for the issuance of the Proposed Series 2021 Tax Notes, the actual issuance of which will be considered for approval at a later meeting of the City Council; and

*WHEREAS*, it is hereby officially found and determined that the meeting at which this Resolution was adopted was open to the public and public notice of the time, place, and purpose of said meeting was given, all as required by Chapter 551, Texas Government Code, as amended;

***NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SOUTH PADRE ISLAND, TEXAS THAT:***

**SECTION 1. APPROVAL OF PLAN OF FINANCE; AUTHORIZATION OF STAFF AND PROFESSIONAL ADVISORS.** The City Council hereby (i) approves the plan of finance prepared by the City's financial advisor, (ii) authorizes the City Manager and the Finance Director to determine the method of sale (i.e., private placement following competitive bids or a negotiated underwriting) and, if the Proposed Series 2021 Tax Notes are to be sold pursuant to a negotiated underwriting, to approve an underwriter or a team of underwriters for the Proposed Series 2021 Tax Notes, and (iii)

authorizes the City's staff, financial adviser and Bond Counsel (McCall, Parkhurst & Horton L.L.P.) to prepare and distribute all documents (including but not limited to a Preliminary Official Statement if the Proposed Series 2021 Tax Notes are to be sold pursuant to a negotiated underwriting) and take all actions deemed necessary in connection with preparing for the issuance of the Proposed Series 2021 Tax Notes.

**SECTION 2. INCORPORATION OF RECITALS.** The City Council hereby finds that the statements set forth in the recitals of this Resolution are true and correct, and the City Council hereby incorporates such recitals as a part of this Resolution.

**SECTION 3. EFFECTIVE DATE.** This Resolution shall become effective immediately after its adoption.

*[The remainder of this page intentionally left blank]*

***PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF SOUTH PADRE ISLAND, TEXAS AT A REGULAR MEETING HELD ON THE 2<sup>ND</sup> DAY OF JUNE, 2021, AT WHICH MEETING A QUORUM WAS PRESENT.***

\_\_\_\_\_  
Mayor  
City of South Padre Island, Texas

ATTEST:

\_\_\_\_\_  
City Secretary  
City of South Padre Island, Texas

(City Seal)

\*\* \*\* \* \* \*

Execution Page to Resolution Approving Plan of Finance  
for the Issuance of Tax Notes, Series 2021

**CERTIFICATE FOR RESOLUTION**

**THE STATE OF TEXAS** §  
**COUNTY OF CAMERON** §  
**CITY OF SOUTH PADRE ISLAND** §

I, the undersigned City Secretary of the **CITY OF SOUTH PADRE ISLAND, TEXAS** (the "*City*"), hereby certify as follows:

1. The City Council of the City (the "*City Council*") convened in Regular Meeting on June 2, 2021, at the designated meeting place (the "*Meeting*"), and the roll was called of the duly constituted officers and members of the City Council, to wit:

Patrick McNulty, Mayor	Lydia Caballero, Council Member
Joe Ricco, Mayor Pro-Tem	Ken Medders, Jr., Council Member
Eva Jean Dalton, Council Member	Kerry Schwartz, Council Member

and all of said officers and members of the City Council were present, except the following absentees: \_\_\_\_\_, thus constituting a quorum. Whereupon, among other business, the following was transacted at the Meeting: a written Resolution No. \_\_\_\_\_ entitled

**RESOLUTION APPROVING A PLAN OF FINANCE TO ISSUE A SERIES OF TAX NOTES TO FINANCE STREET, SIDEWALK, MEDIAN AND RELATED DRAINAGE IMPROVEMENTS AND AUTHORIZING THE CITY'S STAFF AND PROFESSIONAL ADVISORS TO PREPARE AND DISTRIBUTE ALL DOCUMENTS AND TAKE ALL ACTIONS DEEMED NECESSARY IN CONNECTION WITH PREPARING FOR THE ISSUANCE OF SUCH TAX NOTES**

(the "*Resolution*") was duly introduced for the consideration of the City Council. It was then duly moved and seconded that the Resolution be adopted; and, after due discussion, said motion carrying with it the adoption of the Resolution, prevailed and carried by the following vote:

AYES: \_\_\_\_\_ NOES: \_\_\_\_\_ ABSTENTIONS: \_\_\_\_\_

2. A true, full and correct copy of the Resolution adopted at the Meeting described in the above and foregoing paragraph is attached to and follows this Certificate; the Resolution has been duly recorded in the City Council's minutes of the Meeting; the above and foregoing paragraph is a true, full and correct excerpt from the City Council's minutes of the Meeting pertaining to the passage of the Resolution; the persons named in the above and foregoing paragraph are the duly chosen, qualified and acting officers and members of the City Council as indicated therein; each of the officers and members of the City Council was duly and sufficiently notified officially and personally, in advance, of the time, place and purpose of the Meeting, and that the Resolution would be introduced and considered for passage at the Meeting, and each of said officers and members consented, in advance, to the holding of the Meeting for such purpose; and the Meeting was open to the public and public notice of the time, place and purpose of the Meeting was given, all as required by Chapter 551, Texas Government Code.

SIGNED AND SEALED the 2<sup>nd</sup> day of June, 2021.

(SEAL)

\_\_\_\_\_  
City Secretary  
City of South Padre Island, Texas

June 2, 2021

# City of South Padre Island, Texas



Plan of Finance – Tax Notes, Series 2021

ESTRADA • HINOJOSA  
INVESTMENT BANKERS

Dallas • Austin • Houston • Chicago • Los Angeles • Miami • New York • San Antonio

# Prior to the Issuance of the Tax Notes

<b>Collections Rate</b>
<b>99.5%</b>

Delivery Date:  
 True Interest Rate: (4)  
 Project Funds:  
 Par Amount:

<b>Tax Rate (5)</b>
<b>\$0.06198</b>

FYE 9/30	Taxable Assessed Valuation	TAV Growth	Existing Debt Service (3)	Tax Notes, Series 2021			Less: City Contributions	Total Tax Supported Debt Service	Approx. Required I&S Tax Rate (6)	Approx. Marginal I&S Tax Rate	FYE 9/30
				Est. Total COI (7): Principal	Interest	Total					
2021	\$ 2,585,548,342 (1)		\$ 1,681,898	\$ -	\$ -	\$ -	\$ -	\$ 1,681,898	\$ 0.06198		2021
2022	2,637,259,309 (2)	2.0%	1,508,000	-	-	-	-	1,508,000	0.05574	(0.00624)	2022
2023	2,663,631,902	1.0%	1,237,875	-	-	-	-	1,237,875	0.04499	(0.01074)	2023
2024	2,690,268,221	1.0%	643,800	-	-	-	-	643,800	0.02235	(0.02264)	2024
2025	2,690,268,221	0.0%	644,800	-	-	-	-	644,800	0.02239	0.00004	2025
2026	2,690,268,221	0.0%	289,025	-	-	-	-	289,025	0.00910		2026
2027	2,690,268,221	0.0%	291,525	-	-	-	-	291,525	0.00919		2027
2028	2,690,268,221	0.0%	288,800	-	-	-	-	288,800	0.00909		2028
2029	2,690,268,221	0.0%	290,850	-	-	-	-	290,850	0.00917		2029
2030	2,690,268,221	0.0%	287,675	-	-	-	-	287,675	0.00905		2030
2031	2,690,268,221	0.0%	289,275	-	-	-	-	289,275	0.00911		2031
2032	2,690,268,221	0.0%	-	-	-	-	-	-	0.00000		2032
2033	2,690,268,221	0.0%	-	-	-	-	-	-	0.00000		2033
2034	2,690,268,221	0.0%	-	-	-	-	-	-	0.00000		2034
2035	2,690,268,221	0.0%	-	-	-	-	-	-	0.00000		2035
<b>Total</b>			<b>\$ 7,453,523</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 7,453,523</b>			<b>Total</b>

- (1) FY 2021 certified freeze-adjusted taxable assessed valuation (TAV).
- (2) FY 2022 preliminary freeze-adjusted taxable assessed valuation (TAV).
- (3) After the issuance of the General Obligation Refunding Bonds, Series 2020.
- (4) Current market AA+ BQ rates, 5/20/21, plus 25 bps.
- (5) FY 2021 I&S tax rate.
- (6) Calculated value except 2021. Includes approximate freeze adjustment.
- (7) Assumed total costs of issuance including underwriter's discount.

# After the Issuance of the Tax Notes - Pro Forma Debt Service

<b>Collections Rate</b>
<b>99.5%</b>

**Delivery Date:** 8/18/2021  
**True Interest Rate:** 1.232%<sup>(4)</sup>  
**Project Funds:** \$ 5,000,000  
**Par Amount:** \$ 4,525,000  
**Est. Total COI<sup>(7)</sup>:** \$ 133,938

<b>Tax Rate<sup>(5)</sup></b>
<b>\$0.06198</b>

FYE 9/30	Taxable Assessed Valuation	TAV Growth	Existing Debt Service <sup>(3)</sup>	Tax Notes, Series 2021			Less: City Contributions	Total Tax Supported Debt Service	Approx. Required I&S Tax Rate <sup>(6)</sup>	Approx. Marginal I&S Tax Rate	FYE 9/30
				Principal	Interest	Total					
2021	\$ 2,585,548,342 <sup>(1)</sup>		\$ 1,681,898	\$ -	\$ -	\$ -	\$ -	\$ 1,681,898	\$ 0.06198		2021
2022	2,637,259,309 <sup>(2)</sup>	2.0%	1,508,000	-	190,710	190,710	-	1,698,710	0.06301	0.00103	2022
2023	2,663,631,902	1.0%	1,237,875	275,000	186,469	461,469	-	1,699,344	0.06241	(0.00060)	2023
2024	2,690,268,221	1.0%	643,800	780,000	164,050	944,050	-	1,587,850	0.05762	(0.00478)	2024
2025	2,690,268,221	0.0%	644,800	810,000	130,263	940,263	-	1,585,063	0.05752	(0.00010)	2025
2026	2,690,268,221	0.0%	289,025	850,000	94,988	944,988	-	1,234,013	0.04440		2026
2027	2,690,268,221	0.0%	291,525	885,000	58,119	943,119	-	1,234,644	0.04443		2027
2028	2,690,268,221	0.0%	288,800	925,000	19,656	944,656	-	1,233,456	0.04438		2028
2029	2,690,268,221	0.0%	290,850	-	-	-	-	290,850	0.00917		2029
2030	2,690,268,221	0.0%	287,675	-	-	-	-	287,675	0.00905		2030
2031	2,690,268,221	0.0%	289,275	-	-	-	-	289,275	0.00911		2031
2032	2,690,268,221	0.0%	-	-	-	-	-	-	0.00000		2032
2033	2,690,268,221	0.0%	-	-	-	-	-	-	0.00000		2033
2034	2,690,268,221	0.0%	-	-	-	-	-	-	0.00000		2034
2035	2,690,268,221	0.0%	-	-	-	-	-	-	0.00000		2035
<b>Total</b>			\$ 7,453,523	\$ 4,525,000	\$ 844,254	\$ 5,369,254	\$ -	\$ 12,822,777			<b>Total</b>

- (1) FY 2021 certified freeze-adjusted taxable assessed valuation (TAV).
- (2) FY 2022 preliminary freeze-adjusted taxable assessed valuation (TAV).
- (3) After the issuance of the General Obligation Refunding Bonds, Series 2020.
- (4) Current market AA+ BQ rates, 5/20/21, plus 25 bps.
- (5) FY 2021 I&S tax rate.
- (6) Calculated value except 2021. Includes approximate freeze adjustment.
- (7) Assumed total costs of issuance including underwriter's discount.

# Preliminary Schedule

JUNE						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

JULY						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

AUGUST						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

<u>Date</u>	<u>Day</u>	<u>Event</u>	<u>Responsibility</u>
<b>October 21, 2020</b>	<b>(Wednesday)</b>	<b>Presentation of preliminary plan of finance and City Council discussion on the issuance of the Tax Notes, Series 2021 (the "Notes").</b>	City, FA
<b>June 2, 2021</b>	<b>(Wednesday)</b>	<b>City Council passes resolution authorizing staff and advisors to proceed with the issuance of the Notes.</b>	City, BC
June 7, 2021	(Monday)	Distribute first draft of the Preliminary Official Statement (POS).	FA
June 7, 2021	(Monday)	Submit information to Rating Agency.	FA
June 16, 2021	(Wednesday)	Receive comments from working group on first draft of the POS.	Working Group
June 17, 2021	(Thursday)	Distribute second draft of the POS.	FA
June 28, 2021	(Monday)	Receive comments from working group on second draft of the POS.	Working Group
June 30, 2021	(Wednesday)	Conference call with Rating Agency.	City, FA
July 9, 2021	(Friday)	Receive rating.	Rating Agencies
July 9, 2021	(Friday)	10:00 AM - Due Diligence Call (to be confirmed).	FA
July 12, 2021	(Monday)	Print and distribute POS.	FA
July 20, 2021	(Tuesday)	Price Notes via negotiated sale.	UW, FA
<b>July 21, 2021</b>	<b>(Wednesday)</b>	<b>City Council approves the sale of the Notes.</b>	City, BC, FA
July 22, 2021	(Thursday)	Submit final documents to Texas Attorney General.	BC
August 11, 2021	(Wednesday)	Obtain Texas Attorney General Approval of Notes.	AG, BC
August 18, 2021	(Wednesday)	Close, deliver Notes, and receive funds.	UW, FA

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## Finance Team

<b>Issuer</b>	<b>City of South Padre Island</b>
Financial Advisor	Estrada Hinojosa & Co., Inc.
Bond Counsel	McCall, Parkhurst & Horton, L.L.P.
Underwriter	Frost Bank
Underwriter's Counsel	Norton Rose Fulbright
Paying Agent	The Bank of New York Mellon Trust Company

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## Disclaimer

This document is intended for discussion purposes only and, in conjunction with oral presentations and further negotiations, is subject to the final terms of definitive transaction related written agreements, if appropriate, and is not a commitment to lend money, underwrite or purchase securities or commit capital, nor does it obligate this firm to enter into written agreements. Terms and conditions described herein are an indicative summary which may be amended or replaced by subsequent summaries.

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**CITY OF SOUTH PADRE ISLAND  
CITY COUNCIL  
AGENDA REQUEST FORM**

**MEETING DATE:** June 2, 2021

**NAME & TITLE:** Claudine O'Carroll, Police Chief

**DEPARTMENT:** Police Department

**ITEM**

Discussion and possible action to approve a budget amendment in the amount of \$95,839 for RMS migration services and jail camera surveillance system. (O'Carroll)

**ITEM BACKGROUND**

The Police Dept. is requesting \$20,549 for the Tyler RMS Migration Servers and \$47,055.25 for the Jail Surveillance Camera System.

Tyler RMS Migration Project - the funds are to be used to purchase 2 servers so that the 2019 operating system can be properly functioning and one for the mobile laptops.

Additional server is requested to have COM Server with Netmotion for the Mobile units both PD and Fire, also included are 25 extra RMS licenses for Fire.

The current 2008 system is outdated, the equipment can no longer be serviceable and it is out of compliance with CJIS (FBI's Criminal Justice Information Services Division).

The Police Department depends highly on up to date technology in order to operate the dispatch systems, such as RMS, CAD, NICE, LPR. Phone lines, ticket writers. Also other equipment by law need to be on a separate system. Our goal is to get higher efficient laptops in the units that will be compatible to be linked to the License Plate Readers, TLETS, Mobile Cad etc. and making our officers to be more mobile while working out on the road.

The Jail Surveillance Camera System - of the 33 cameras linked to the system only one camera can be downloaded at a time, causing an investigator to spend many hours a day preparing footage for a single case file.

**BUDGET/FINANCIAL SUMMARY**

Increase line item 01-521-1011 Capital Outlay Police Technology by \$20,549

Increase line item 01-521-1004 Capital Outlay Machinery & Equipment by \$47,056

The current level of excess reserves in the General Fund is approximately \$1.7 million.

**COMPREHENSIVE PLAN GOAL**

Chapter 6.1 Growth and Development Issues

**LEGAL REVIEW**

Sent to Legal: No

Approved by Legal: No

**RECOMMENDATIONS/COMMENTS:**

Tyler RMS Migration Servers and Jail Surveillance Cameras

Increase line item 01-521-1011 Capital Outlay Police Technology by \$48,783

Increase line item 01-521-1004 Capital Outlay Machinery & Equipment by \$47,056

The current level of excess reserves in the General Fund is approximately \$1.7 million.



1. SCOPE OF WORK: Box Sell

- 1. NCS will provide (33) NEW AXIS Cameras listed on the Bill of Material

2. PRICING SUMMARY: Box Sell

<b>Total Cost</b>	<b>\$22,940.25</b>
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\*Payments made by credit card/purchasing card will incur an additional 3.8% processing fee.

3. BILL OF MATERIAL: Box Sell

QTY	UNIT	DESCRIPTION	PART NUMBER
<u>Anti-ligature Cameras</u>			
9	EA	AXIS COMMUNICATIONS   01767-001   Q9216-SLV WHITE Q9216-SLV WHITE 4MP IP66 LED, H.264 + H.265 WITH ZIPSTREAM, BUILT-IN MICHROPHONE	01767-001
<u>Outdoor Cameras</u>			
4	EA	AXIS COMMUNICATIONS   01593-001   P3245-LVE AXIS P3245-LVE DOME CAMERA, 1080P VF LENS, FORENSIC, ZIPSTREAM, IK10	01593-001
4	EA	AXIS COMMUNICATIONS   5504-821   T91D61 Network Camera Wall Mount, 5.5" Width x 10.5" Depth x 4.9" Height, 33 Lb Load, Aluminum, 1.5" NPS, For Indoor/Outdoor	5504-821
4	EA	AXIS COMMUNICATIONS   5502-321   P33-VE PENDANT Network Camera Pendant Kit, 1.5" NPS, 8" Diameter x 6.1" Height, For Mounting Camera	5502-321
4	EA	AXIS COMMUNICATIONS   5801-641   T8061 ETHERNET SURGE PROTECTO T8061 Ethernet Surge Protector	5801-641
<u>Indoor Cameras</u>			
20	EA	AXIS COMMUNICATIONS   01592-001   P3245-LV AXIS P3245-LV DOME CAMERA, 1080P VF LENS, FORENSIC, ZIPSTREAM, IK10	01592-001

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#### 4. QUALIFICATIONS AND ASSUMPTIONS:

- NCS has based this proposal on normal working hours, 7:00 am to 5:00 pm, Monday through Friday, excluding holidays. Over-time is not included in this proposal.
- NCS assumes that proper access will be available during working hours to complete the proposal scope of this project.
- Any changes or additions to the Scope of Work or the Bill of Materials shall be executed in writing as a change order. Verbal instructions to field technicians do not authorize changes to the scope of work.
- NCS cannot be held responsible for the condition of any existing copper/fiber optic cables or conduits that may be utilized for this project.
- Due to the volatility in the current communications cabling market, the pricing contained in this proposal is valid for 30 days. Pricing adjustments may be necessary prior to beginning the project.
- NCS has not included pricing for participation in a composite cleaning crew. If this is required, an additional price can be given.
- NCS will not be responsible for any delays or associated charges due to manufacturer's defects or late delivery of cable and/or equipment that is directly specified or ordered and provided by the customer.
- NCS assumes all core holes, conduits, poke through devices, raised floor boxes, plywood backboards, ground bus bar cabling to main bus and back boxes either exist or will be provided by others.
- The cost for taxes or bonding has not been included in the proposed price. If taxes or bonding cost are required, an additional add price can be given.
- This proposal does not include electrical services or electronic components or labor to move or install network equipment.
- Proposal does not include network electronics such as uninterrupted power supplies (UPS), power distribution units (PDU) and wireless access points (WAP).
- Proposal does not provide IT services such as hardware configuration and/or software loading.
- NCS has not included pricing for any "BIM" or 3D Modeling Services that may be required for this project.
- This proposal does not include Service Provider Cabling, Nurse Call Systems and Cabling, Phone Systems, Network Hardware or Telemetry Cabling.
- NCS assumes that a secure staging area will be provided at no charge for the storage of equipment such as materials and tools.
- This proposal does not include requirements for the payment of Prevailing Wages, Davis Bacon Wages, Walsh-Healy Wages, Contract Service Act Wages or any other predetermined or prevailing wages or fringe benefits. In the event there is a requirement for the payment of specific wages and/or fringe benefits, the difference between such specific wages and/or benefits and the actual wages and/or benefits paid, plus NCS's normal mark-up for overhead and profit shall be an extra cost added to this proposal.
- A One Year Network Cabling Services Workmanship Warranty will be issued on all installed materials from the date of acceptance.



**5. STANDARD TERMS AND CONDITIONS:**

**1. Engagement of Services**

Once work is authorized by the customer, Network Cabling Services is committed to certain "ramp up" expenses, both direct and indirect (i.e., specific training, travel, special tools, materials, project management, etc.) which are generally priced into the entire scope of the project. If the project is canceled, delayed, terminated or significantly changed through no fault of Network Cabling Services, these expenses will be due and payable to Network Cabling Services on a pro-rate basis. Any request for reimbursement of these expenses will be itemized and defined.

**2. Changes to Scope of Work**

Network Cabling Services will notify the customer if there is a material change, scheduling change, or construction delay beyond the scope of work and no fault of Network Cabling Services requiring Network Cabling Services to expend more monies budgeted. The customer agrees to pay Network Cabling Services for such expenses plus reasonable profit and overhead if the customer desires to continue under the changed Scope of Work.

**3. Permits and Taxes**

Permits are not included unless specifically noted otherwise. Permits, inspection fees, drawings, etc., will be provided by Network Cabling Services at the cost of obtaining them. Taxes are not included in the proposal price unless specifically noted otherwise.

**4. Network Cabling Services Employees**

The customer agrees that it shall not hire any employee of Network Cabling Services who is currently working on a project for the customer, or any employee of Network Cabling Services who has worked on a project for the customer within the last twelve months. The customer further agrees not to hire any former Network Cabling Services employee that performed any work on a project for the customer at any time within the prior twelve months. The customer agrees and understands that this provision is necessary so that Network Cabling Services can protect its investment of time and money in its employees, as well as any confidential or proprietary information known by its employees.

**5. Payment Terms**

Standard payment terms are net due in ten days from invoice date unless stated differently in the above proposal. A service charge may be charged on all past due amounts. Amounts will be considered past due 30 days after date of invoice. You may avoid a service charge or additional service charges upon payment at any time of the unpaid balance.

**6. Warranty**

All installation work will meet or exceed all NEC, Federal, State and local codes that may apply. No performance warranty will be issued by Network Cabling Services. A one-year workmanship warranty will be issued on all installed materials from the date of acceptance.

**7. Indemnity**

The customer agrees to defend and indemnify Network Cabling Services from any and all third party claims, demands, actions, lawsuits liability, damages and/or costs, including reasonable attorney's fees and expert fees, arising out of or relating to Network Cabling Services work under this agreement or the Scope of Work under this agreement, regardless of the cause, including active or passive negligence of Network Cabling Services, the customer, or others, unless such claim, demand, action, lawsuit, liability, damage or cost is caused by the sole negligence of Network Cabling Services.

**8. Attorney Fees**

If Network Cabling Services is required to hire attorneys to collect amounts owed under this agreement, the customer agrees to reimburse Network Cabling Services for all attorneys' fees, expert fees and other legal expenses that it may incur to collect such amount.

**9. Incorporation by Reference**

Unless expressly agreed in writing otherwise, these Standard Terms and Conditions are a part of and hereby incorporated by reference, all proposals submitted by Network Cabling Services to the customer and any Credit Agreement signed by the customer, and all terms and conditions of any such proposals or Credit Agreements.

By signing this proposal, the signors of this agreement warrant that they have the authority to enter into this contract and that they have read the above Standard Terms and Conditions and agree to abide by them.

ACCEPTED BY: \_\_\_\_\_



6. TERMS:

The STANDARD TERMS AND CONDITIONS of this proposal apply and are incorporated by reference. The parties agree that all disputes in anyway related to, arising out of, or connected with the sale of goods and/or services provided by Network Cabling Services shall be litigated if at all, exclusively in Harris County, Texas. Furthermore, the parties also agree that Texas law shall govern all such disputes.

The Customer agrees to pay:

- \_\_\_\_\_ 50% \_\_\_\_\_ Down (For Material Procurement & Mobilization)
- \_\_\_\_\_ Monthly Progress Billing
- \_\_\_\_\_ 50% \_\_\_\_\_ At Completion

Service charges listed below become effective on all accounts 30 days after the invoice date. Charges are computed at the lower of 1.5% per month or the maximum allowed by law.

**Notice to Buyer:** Do not sign this agreement before you read it in its entirety, or if it contains blank spaces. You are entitled to a copy of the agreement you sign. Keep this agreement to protect your legal rights.

Respectfully Submitted By:

Network Cabling Services, Inc.

Authorized Signature:

Dane Turrentine

Print Name:

Dane Turrentine / Security Estimator Design Engineer

Date:

April 30, 2021

Accepted By:

\_\_\_\_\_

Authorized Signature:

\_\_\_\_\_

Print Name:

\_\_\_\_\_

Date:

\_\_\_\_\_



April 30, 2021

**Victor Martinez**

City of South Padre Island | Information Technology  
South Padre Island, Texas 78597  
Office: 956-761-8135 Cell: 956-255-0073  
E-mail: [vmartinez@myspi.org](mailto:vmartinez@myspi.org)

Project: City of South Padre\_Axis Camera\_Box Sell  
NCS Quote #: DT-21-066  
NCS Security License # B14032

On behalf of Network Cabling Services, I would like to personally thank you for considering NCS for this project. We appreciate the opportunity to present this proposal addressing your Security needs and we are confident the solution provided is both comprehensive and customized to meet your needs as requested.

As your point of contact for this proposal, please feel free to contact me with any additional questions or concerns you may have regarding this quote. Once again, thank you for considering NCS as your Security partner and allowing us the opportunity to provide you with this proposal.

Sincerely,

Dane Turrentine  
Security Systems Engineer  
Cell: 713-446-4444  
[dturrentine@ncs-tx.com](mailto:dturrentine@ncs-tx.com)

Houston • Corpus • Dallas  
8233 Leopard St Building 6 • Corpus Christi, TX 77507  
361-814-4000



**1. SCOPE OF WORK: NVR Installation**

1. NCS will provide and install (1) NEW LENSEC Network Video Recorder
2. This proposal includes (30) camera licenses
3. This proposal includes initial basic setup and configuration of NVR
4. NCS will provide necessary training
5. LENSEC will provide remote installation support

**2. PRICING SUMMARY:**

Materials	\$16,582.50
Labor	\$1,412.50
Tax/Bonds	0.00
<b>Total Cost</b>	<b>\$17,995.00</b>

\*Payments made by credit card/purchasing card will incur an additional 3.8% processing fee.

**3. BILL OF MATERIAL:**

QTY	UNIT	DESCRIPTION	PART NUMBER
<u>NVR</u>			
1	EA	PVMS Opt Server R540-DLR-32TB-5YR	SV-DLR540-8X4TB-5YR
30	EA	Perspective VMS - (Professional Edition) Camera License - XP0000	PVMS.02.01.02.0000
30	EA	Perspective VMS - (Professional Edition) Software Maintenance Plus Agreement	PVMS.02.03.00
30	EA	Perspective VMS - Remote Status Monitoring	PVMS-RSM

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#### 4. QUALIFICATIONS AND ASSUMPTIONS:

- NCS has based this proposal on normal working hours, 7:00 am to 5:00 pm, Monday through Friday, excluding holidays. Over-time is not included in this proposal.
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- NCS cannot be held responsible for the condition of any existing copper/fiber optic cables or conduits that may be utilized for this project.
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- Proposal does not include network electronics such as uninterrupted power supplies (UPS), power distribution units (PDU) and wireless access points (WAP).
- Proposal does not provide IT services such as hardware configuration and/or software loading.
- NCS has not included pricing for any "BIM" or 3D Modeling Services that may be required for this project.
- This proposal does not include Service Provider Cabling, Nurse Call Systems and Cabling, Phone Systems, Network Hardware or Telemetry Cabling.
- NCS assumes that a secure staging area will be provided at no charge for the storage of equipment such as materials and tools.
- This proposal does not include requirements for the payment of Prevailing Wages, Davis Bacon Wages, Walsh-Healy Wages, Contract Service Act Wages or any other predetermined or prevailing wages or fringe benefits. In the event there is a requirement for the payment of specific wages and/or fringe benefits, the difference between such specific wages and/or benefits and the actual wages and/or benefits paid, plus NCS's normal mark-up for overhead and profit shall be an extra cost added to this proposal.
- A One Year Network Cabling Services Workmanship Warranty will be issued on all installed materials from the date of acceptance.



---

**5. STANDARD TERMS AND CONDITIONS:**

**1. Engagement of Services**

Once work is authorized by the customer, Network Cabling Services is committed to certain "ramp up" expenses, both direct and indirect (i.e., specific training, travel, special tools, materials, project management, etc.) which are generally priced into the entire scope of the project. If the project is canceled, delayed, terminated or significantly changed through no fault of Network Cabling Services, these expenses will be due and payable to Network Cabling Services on a pro-rate basis. Any request for reimbursement of these expenses will be itemized and defined.

**2. Changes to Scope of Work**

Network Cabling Services will notify the customer if there is a material change, scheduling change, or construction delay beyond the scope of work and no fault of Network Cabling Services requiring Network Cabling Services to expend more monies budgeted. The customer agrees to pay Network Cabling Services for such expenses plus reasonable profit and overhead if the customer desires to continue under the changed Scope of Work.

**3. Permits and Taxes**

Permits are not included unless specifically noted otherwise. Permits, inspection fees, drawings, etc., will be provided by Network Cabling Services at the cost of obtaining them. Taxes are not included in the proposal price unless specifically noted otherwise.

**4. Network Cabling Services Employees**

The customer agrees that it shall not hire any employee of Network Cabling Services who is currently working on a project for the customer, or any employee of Network Cabling Services who has worked on a project for the customer within the last twelve months. The customer further agrees not to hire any former Network Cabling Services employee that performed any work on a project for the customer at any time within the prior twelve months. The customer agrees and understands that this provision is necessary so that Network Cabling Services can protect its investment of time and money in its employees, as well as any confidential or proprietary information known by its employees.

**5. Payment Terms**

Standard payment terms are net due in ten days from invoice date unless stated differently in the above proposal. A service charge may be charged on all past due amounts. Amounts will be considered past due 30 days after date of invoice. You may avoid a service charge or additional service charges upon payment at any time of the unpaid balance.

**6. Warranty**

All installation work will meet or exceed all NEC, Federal, State and local codes that may apply. No performance warranty will be issued by Network Cabling Services. A one-year workmanship warranty will be issued on all installed materials from the date of acceptance.

**7. Indemnity**

The customer agrees to defend and indemnify Network Cabling Services from any and all third party claims, demands, actions, lawsuits liability, damages and/or costs, including reasonable attorney's fees and expert fees, arising out of or relating to Network Cabling Services work under this agreement or the Scope of Work under this agreement, regardless of the cause, including active or passive negligence of Network Cabling Services, the customer, or others, unless such claim, demand, action, lawsuit, liability, damage or cost is caused by the sole negligence of Network Cabling Services.

**8. Attorney Fees**

If Network Cabling Services is required to hire attorneys to collect amounts owed under this agreement, the customer agrees to reimburse Network Cabling Services for all attorneys' fees, expert fees and other legal expenses that it may incur to collect such amount.

**9. Incorporation by Reference**

Unless expressly agreed in writing otherwise, these Standard Terms and Conditions are a part of and hereby incorporated by reference, all proposals submitted by Network Cabling Services to the customer and any Credit Agreement signed by the customer, and all terms and conditions of any such proposals or Credit Agreements.

By signing this proposal, the signors of this agreement warrant that they have the authority to enter into this contract and that they have read the above Standard Terms and Conditions and agree to abide by them.

ACCEPTED BY: \_\_\_\_\_



6. TERMS:

The STANDARD TERMS AND CONDITIONS of this proposal apply and are incorporated by reference. The parties agree that all disputes in anyway related to, arising out of, or connected with the sale of goods and/or services provided by Network Cabling Services shall be litigated if at all, exclusively in Harris County, Texas. Furthermore, the parties also agree that Texas law shall govern all such disputes.

The Customer agrees to pay:

50% Down (For Material Procurement & Mobilization)

Monthly Progress Billing

50% At Completion

Service charges listed below become effective on all accounts 30 days after the invoice date. Charges are computed at the lower of 1.5% per month or the maximum allowed by law.

Notice to Buyer: Do not sign this agreement before you read it in its entirety, or if it contains blank spaces. You are entitled to a copy of the agreement you sign. Keep this agreement to protect your legal rights.

Respectfully Submitted By:

Network Cabling Services, Inc.

Authorized Signature:

Dane Turrentine

Print Name:

Dane Turrentine / Security Estimator Design Engineer

Date:

April 21, 2021

Accepted By:

Authorized Signature:

Print Name:

Date:



April 21, 2021

**Victor Martinez**

City of South Padre Island | Information Technology

South Padre Island, Texas 78597

Office: 956-761-8135 Cell: 956-255-0073

E-mail: [vmartinez@myspi.org](mailto:vmartinez@myspi.org)

Project: City of South Padre\_Lensec - Video Surveillance Upgrade

NCS Quote #: DT-21-060

NCS Security License # B14032

On behalf of Network Cabling Services, I would like to personally thank you for considering NCS for this project. We appreciate the opportunity to present this proposal addressing your Security needs and we are confident the solution provided is both comprehensive and customized to meet your needs as requested.

As your point of contact for this proposal, please feel free to contact me with any additional questions or concerns you may have regarding this quote. Once again, thank you for considering NCS as your Security partner and allowing us the opportunity to provide you with this proposal.

Sincerely,

Dane Turrentine

Security Systems Engineer

Cell: 713-446-4444

[dturrentine@ncs-tx.com](mailto:dturrentine@ncs-tx.com)

Houston • Corpus • Dallas  
8233 Leopard St Building 6 • Corpus Christi, TX 77507  
361-814-4000

Anibal Blanco  
(956)592-8522  
abalblanco@hotmail.com



TX Lic. B04167001  
ADT Dealer #12843829

Proposal  
South Padre Island  
04/30/2021

Equipment	QTY	RATE	AMOUNT
System Cable Technology *24-gauge gray 4 pair 8-conductor solid UTP Plenum CAT6 Cable			
Wire Runs *32 CAT6 runs with RJ45 on one end and punched down on another end *we will be providing wire	32		
Mounting and Adjusting cameras *cameras will be provided by customer			
Labor and Installation			
*60% down and remaining balance once job has been completed			

**Total \$6,120.00**

Thank you,

Anibal Blanco



INVESTMENT SUMMARY FOR:  
South Padre Island Police Department, TX

PRESENTED BY:  
Madonna Allen

5/24/2021





## INVESTMENT SUMMARY

Tyler Software	\$ 0
Services	\$ 0
Third-Party Products	\$ 23,704
Other Cost	\$ 0
<b>Total One-Time Cost</b>	<b>\$ 23,704</b>
Annual Recurring Fees/SaaS	\$ 0
Tyler Software Maintenance	\$ 0
Travel (Not included in Total One-Time Cost)	



Quoted By: Madonna Allen  
 Quote Expiration: 5/31/21  
 Quote Number: 2020-188418-G2Y0C2  
 Quote Name: 2020-188418-G2Y0C2

**Sales Quotation For:**

South Padre Island Police Department  
 4501 Padre Blvd  
 South Padre Island TX 78597-7326  
 Phone: +1 (956) 761-3078

**Services**

Description	Quantity	Unit Price	Discount	Total	Maintenance
<b>Incode Public Safety</b>					
Incode Public Safety Remote Server Migration	1	\$ 1,200	\$ 1,200	\$ 0	\$ 0
<i>Sub-Total:</i>				<b>\$ 0</b>	<b>\$ 0</b>
<i>Less Discount:</i>					<b>\$ 0</b>
<b>TOTAL</b>				<b>\$ 0</b>	<b>\$ 0</b>

**Third-Party Hardware, Software and Services**

Description	Quantity	Unit Price	Discount	Total	Unit Maintenance	Year One Maintenance
<b>Incode</b>						
Dell PowerEdge R440 1U Rack Mount - Single Server	1	\$ 4,350	\$ 0	\$ 4,350	\$ 0	\$ 0

Upgrade from 16 GB to 32 GB RAM	1	\$ 380	\$ 0	\$ 380	\$ 0	\$ 0
Microsoft SQL Server 2017 RUNTIME	1	\$ 499	\$ 0	\$ 499	\$ 0	\$ 0
Microsoft SQL 2017 RUNTIME CAL	85	\$ 105	\$ 0	\$ 8,925	\$ 0	\$ 0
Dell PowerEdge R440 1U Rack Mount (max 8 hard drives) - Enhanced DB Server	1	\$ 9,550	\$ 0	\$ 9,550	\$ 0	\$ 0
<b>TOTAL</b>				<b>\$ 23,704</b>		<b>0</b>

<b>Summary</b>	<b>One Time Fees</b>	<b>Recurring Fees</b>
Total Tyler Software	\$ 0	\$ 0
Total Annual	\$ 0	\$ 0
Total Tyler Services	\$ 0	\$ 0
Total Third-Party Hardware, Software, Services	\$ 23,704	\$ 0
<b>Summary Total</b>	<b>\$ 23,704</b>	<b>\$ 0</b>
<b>Contract Total</b>	<b>\$ 23,704</b>	
<b>Travel (Not included in Contract Total)</b>		

Unless otherwise indicated in the contract or amendment thereto, pricing for optional items will be held for six (6) months from the Quote date or the Effective Date of the Contract, whichever is later.

Customer Approval: \_\_\_\_\_ Date: \_\_\_\_\_

Print Name: \_\_\_\_\_ P.O.#: \_\_\_\_\_

**Comments**

Client agrees that items in this sales quotation are, upon Client's signature or approval of same, hereby added to the existing agreement ("Agreement") between the parties and subject to its terms. Additionally, payment for said items, as applicable but subject to any listed assumptions herein, shall conform to the following terms:

- License fees for Tyler and third party software are invoiced upon the earlier of (i) deliver of the license key or (ii) when Tyler makes such software available for download by the Client;
- Fees for hardware are invoiced upon delivery;
- Fees for year one of hardware maintenance are invoiced upon delivery of the hardware;
- Annual Maintenance and Support fees, SaaS fees, Hosting fees, and Subscription fees are first payable when Tyler makes the software available for download by the Client (for Maintenance) or on the first day of the month following the date this quotation was signed (for SaaS, Hosting, and Subscription), and any such fees are prorated to align with the applicable term under the Agreement, with renewals invoiced annually thereafter in accord with the Agreement.
- Fees for services included in this sales quotation shall be invoiced as indicated below.
  - Implementation and other professional services fees shall be invoiced as delivered.
  - Fixed-fee Business Process Consulting services shall be invoiced 50% upon delivery of the Best Practice Recommendations, by module, and 50% upon delivery of custom desktop procedures, by module.
  - Fixed-fee conversions are invoiced 50% upon initial delivery of the converted data, by conversion option, and 50% upon Client acceptance to load the converted data into Live/Production environment, by conversion option. Where conversions are quoted as estimated, Tyler will invoice Client the actual services delivered on a time and materials basis.
  - Except as otherwise provided, other fixed price services are invoiced upon complete delivery of the service. For the avoidance of doubt, where "Project Planning Services" are provided, payment shall be invoiced upon delivery of the Implementation Planning document. Dedicated Project Management services, if any, will be invoiced monthly in arrears, beginning on the first day of the month immediately following initiation of project planning.
  - If Client has purchased any change management services, those services will be invoiced in accordance with the Agreement.
  - Notwithstanding anything to the contrary stated above, the following payment terms shall apply to services fees specifically for migrations: Tyler will invoice Client 50% of any Migration Fees listed above upon Client approval of the product suite migration schedule. The remaining 50%, by line item, will be billed upon the go-live of the applicable product suite. Tyler will invoice Client for any Project Management Fees listed above upon the go-live of the first product suite.
- Some services may be delivered remotely via web-based training.
- Expenses associated with onsite services are invoiced as incurred according to Tyler's standard business travel policy.

System and hardware specifications can be verified for Incode Public Safety at [www.check.tylertech.com](http://www.check.tylertech.com)

Travel expenses will be billed as incurred according to Tyler's standard business travel policy.



INVESTMENT SUMMARY FOR:  
South Padre Island Police Department, TX

PRESENTED BY:  
Madonna Allen

5/24/2021





## INVESTMENT SUMMARY

Tyler Software	\$ 12,375
Services	\$ 1,520
Third-Party Products	\$ 6,050
Other Cost	\$ 0
<b>Total One-Time Cost</b>	<b>\$ 19,945</b>
Annual Recurring Fees/SaaS	\$ 2,040
Tyler Software Maintenance	\$ 3,094
Travel (Not included in Total One-Time Cost)	



Quoted By: Madonna Allen  
 Quote Expiration: 11/16/21  
 Quote Number: 2021-255017-B0S4C3  
 Quote Name: 2021-255017-B0S4C3

**Sales Quotation For:**

South Padre Island Police Department  
 4501 Padre Blvd  
 South Padre Island TX 78597-7326  
 Phone: +1 (956) 761-3078

**Tyler Software**

Description	License	Discount	License Total	Year One Maintenance
<b>Incode Public Safety</b>				
<b>Licenses</b>				
Mobile RMS Client {10}	\$ 0	\$ 0	\$ 0	\$ 0
Mobile AVL Client {10}	\$ 2,750	\$ 0	\$ 2,750	\$ 688
iPad Mobile Client {5}	\$ 9,625	\$ 0	\$ 9,625	\$ 2,406
<b>Total</b>	<b>\$ 12,375</b>	<b>\$ 0</b>	<b>\$ 12,375</b>	<b>\$ 3,094</b>
<b>TOTAL</b>	<b>\$ 12,375</b>	<b>\$ 0</b>	<b>\$ 12,375</b>	<b>\$ 3,094</b>

**Annual / SaaS**

Description	Quantity	Fee	Discount	Annual
<b>Incode Public Safety</b>				
<b>Subscription</b>				
iPad Mobile Device Management Software -Annual	5	\$ 48	\$ 0	\$ 240

**Licenses**

NetMotion Mobility COMPLETE	15	\$ 120	\$ 0	\$ 1,800
<b>TOTAL</b>				<b>\$ 2,040</b>

**Services**

Description	Quantity	Unit Price	Discount	Total	Maintenance
<b>Incode Public Safety</b>					
Implementation	4	\$ 130	\$ 0	\$ 520	\$ 0
Re-Deployment for Mobiles	1	\$ 1,000	\$ 0	\$ 1,000	\$ 0
<b>TOTAL</b>				<b>\$ 1,520</b>	<b>\$ 0</b>

**Third-Party Hardware, Software and Services**

Description	Quantity	Unit Price	Discount	Total	Unit Maintenance	Year One Maintenance
<b>Incode</b>						
Dell PowerEdge R440 1U Rack Mount - Comm Sever	1	\$ 4,100	\$ 0	\$ 4,100	\$ 0	\$ 0
Upgrade to Dual Hot Plug Redundant 495W Power Supply	1	\$ 100	\$ 0	\$ 100	\$ 0	\$ 0
GlobalSAT BU353S4 USB GPS Receiver	10	\$ 60	\$ 0	\$ 600	\$ 0	\$ 0
Microsoft Windows Server 2019 - Remote Desktop CAL (Per Device)	10	\$ 125	\$ 0	\$ 1,250	\$ 0	\$ 0
<b>TOTAL</b>				<b>\$ 6,050</b>		<b>0</b>

<b>Summary</b>	<b>One Time Fees</b>	<b>Recurring Fees</b>
Total Tyler Software	\$ 12,375	\$ 3,094
Total Annual	\$ 0	\$ 2,040
Total Tyler Services	\$ 1,520	\$ 0
Total Third-Party Hardware, Software, Services	\$ 6,050	\$ 0
<b>Summary Total</b>	<b>\$ 19,945</b>	<b>\$ 5,134</b>
<b>Contract Total</b>	<b>\$ 25,079</b>	
<b>Travel (Not included in Contract Total)</b>		

Unless otherwise indicated in the contract or amendment thereto, pricing for optional items will be held For six (6) months from the Quote date or the Effective Date of the Contract, whichever is later.

Customer Approval: \_\_\_\_\_ Date: \_\_\_\_\_

Print Name: \_\_\_\_\_ P.O.#: \_\_\_\_\_

**Comments**

Client agrees that items in this sales quotation are, upon Client’s signature or approval of same, hereby added to the existing agreement (“Agreement”) between the parties and subject to its terms. Additionally, payment for said items, as applicable but subject to any listed assumptions herein, shall conform to the following terms:

- License fees for Tyler and third party software are invoiced upon the earlier of (i) deliver of the license key or (ii) when Tyler makes such software available for download by the Client;
- Fees for hardware are invoiced upon delivery;
- Fees for year one of hardware maintenance are invoiced upon delivery of the hardware;
- Annual Maintenance and Support fees, SaaS fees, Hosting fees, and Subscription fees are first payable when Tyler makes the software available for download by the Client (for Maintenance) or on the first day of the month following the date this quotation was signed (for SaaS,

Hosting, and Subscription), and any such fees are prorated to align with the applicable term under the Agreement, with renewals invoiced annually thereafter in accord with the Agreement.

- Fees for services included in this sales quotation shall be invoiced as indicated below.
  - Implementation and other professional services fees shall be invoiced as delivered.
  - Fixed-fee Business Process Consulting services shall be invoiced 50% upon delivery of the Best Practice Recommendations, by module, and 50% upon delivery of custom desktop procedures, by module.
  - Fixed-fee conversions are invoiced 50% upon initial delivery of the converted data, by conversion option, and 50% upon Client acceptance to load the converted data into Live/Production environment, by conversion option. Where conversions are quoted as estimated, Tyler will invoice Client the actual services delivered on a time and materials basis.
  - Except as otherwise provided, other fixed price services are invoiced upon complete delivery of the service. For the avoidance of doubt, where “Project Planning Services” are provided, payment shall be invoiced upon delivery of the Implementation Planning document. Dedicated Project Management services, if any, will be invoiced monthly in arrears, beginning on the first day of the month immediately following initiation of project planning.
  - If Client has purchased any change management services, those services will be invoiced in accordance with the Agreement.
  - Notwithstanding anything to the contrary stated above, the following payment terms shall apply to services fees specifically for migrations: Tyler will invoice Client 50% of any Migration Fees listed above upon Client approval of the product suite migration schedule. The remaining 50%, by line item, will be billed upon the go-live of the applicable product suite. Tyler will invoice Client for any Project Management Fees listed above upon the go-live of the first product suite.
- Some services may be delivered remotely via web-based training.
- Expenses associated with onsite services are invoiced as incurred according to Tyler's standard business travel policy.

System and hardware specifications can be verified for Incode Public Safety at [www.check.tylertech.com](http://www.check.tylertech.com)

Travel expenses will be billed as incurred according to Tyler's standard business travel policy.

Mobile Device Management Software requires purchase of license annually.

**\*\*Agency currently owns 10 Mobile CAD licenses that need to be redeployed\*\***

**\*\*iPad Mobile CAD licenses are for the FD to be hosted by the PD\*\***

**CITY OF SOUTH PADRE ISLAND  
CITY COUNCIL  
AGENDA REQUEST FORM**

**MEETING DATE:** June 2, 2021

**NAME & TITLE:** Ed Caum, CVB Director

**DEPARTMENT:** City Council

**ITEM**

Discussion and action regarding the possibility of removing the sandcastle located at 610 Padre Boulevard (old Visitors Center). (Caum)

**ITEM BACKGROUND**

**BUDGET/FINANCIAL SUMMARY**

**COMPREHENSIVE PLAN GOAL**

**LEGAL REVIEW**

Sent to Legal:

Approved by Legal:

**RECOMMENDATIONS/COMMENTS:**

**CITY OF SOUTH PADRE ISLAND  
CITY COUNCIL  
AGENDA REQUEST FORM**

**MEETING DATE:** June 2, 2021

**NAME & TITLE:** Jim Pigg, Fire Chief

**DEPARTMENT:** City Council

**ITEM**

Discussion and possible action to approve "Fireworks Over the Beach" located at Isla Grand 500 Padre Blvd. (Pigg)

**ITEM BACKGROUND**

Isla Grand requests permission to perform "Fireworks Over The Beach" to follow all City's rules and regulations for firework shows. Isla Grand would also like to request City funds for the holiday firework shows. The display attracts many South Padre Island visitors staying in local hotels and condominiums throughout the Island. They wish to continue this tradition within the City while providing enhanced viewing up and down the beach for the enjoyment of our tourist and local community. The request is to allow the professional fireworks shows be based on the beach area throughout the summer starting June 3rd, Thursday and on special holidays as deemed worthwhile by the providers. "Fireworks Over The Beach" has become a family friendly attraction which creates memories for Island tourist of all ages.

**BUDGET/FINANCIAL SUMMARY**

N/A

**COMPREHENSIVE PLAN GOAL**

Objective 4.3.1: The City should celebrate the culture as part of special events and community events.

**LEGAL REVIEW**

Sent to Legal: No

Approved by Legal: No

**RECOMMENDATIONS/COMMENTS:**

**CITY OF SOUTH PADRE ISLAND  
CITY COUNCIL  
AGENDA REQUEST FORM**

**MEETING DATE:** June 2, 2021

**NAME & TITLE:** Kristina Boburka, Shoreline Director

**DEPARTMENT:** Shoreline Department

**ITEM**

**CLOSED EXECUTIVE SESSION:** Pursuant to Texas Gov't Code, 551.071, Consultation with Attorney; 551.072, Deliberations about real property; A Closed Executive Session will be held to discuss real property and discussion of land acquisition related to the RESTORE Act grant.

**ITEM BACKGROUND**

**BUDGET/FINANCIAL SUMMARY**

**COMPREHENSIVE PLAN GOAL**

**LEGAL REVIEW**

Sent to Legal:

Approved by Legal:

**RECOMMENDATIONS/COMMENTS:**

**CITY OF SOUTH PADRE ISLAND  
CITY COUNCIL  
AGENDA REQUEST FORM**

**MEETING DATE:** June 2, 2021

**NAME & TITLE:** Patrick McNulty

**DEPARTMENT:** City Council

**ITEM**

**CLOSED EXECUTIVE SESSION:** Pursuant to Teas Gov't Code, 551.071 Consultation with City Attorney regarding the contemplated and threatened litigation of Glide Scooter Sharing Inc and SPI Activities vs The City of South Padre Island

**ITEM BACKGROUND**

N/A

**BUDGET/FINANCIAL SUMMARY**

N/A

**COMPREHENSIVE PLAN GOAL**

N/A

**LEGAL REVIEW**

Sent to Legal:

Approved by Legal:

**RECOMMENDATIONS/COMMENTS:**

**CITY OF SOUTH PADRE ISLAND  
CITY COUNCIL  
AGENDA REQUEST FORM**

**MEETING DATE:** June 2, 2021

**NAME & TITLE:** Kristina Boburka, Shoreline Director

**DEPARTMENT:** Shoreline Department

**ITEM**

Discussion and possible action on land acquisition related to the RESTORE Act grant. (Boburka)

**ITEM BACKGROUND**

**BUDGET/FINANCIAL SUMMARY**

**COMPREHENSIVE PLAN GOAL**

**LEGAL REVIEW**

Sent to Legal:

Approved by Legal:

**RECOMMENDATIONS/COMMENTS:**

**CITY OF SOUTH PADRE ISLAND  
CITY COUNCIL  
AGENDA REQUEST FORM**

**MEETING DATE:** June 2, 2021

**NAME & TITLE:** Patrick McNulty

**DEPARTMENT:** City Council

**ITEM**

Discussion and action regarding the contemplated and threatened litigation of Glide Scooter Sharing Inc and SPI Activities vs The City of South Padre Island

**ITEM BACKGROUND**

**BUDGET/FINANCIAL SUMMARY**

**COMPREHENSIVE PLAN GOAL**

**LEGAL REVIEW**

Sent to Legal:

Approved by Legal:

**RECOMMENDATIONS/COMMENTS:**

**DEPARTMENT OF TRANSPORTATION**

**Office of the Secretary of Transportation**

**Notice of Funding Opportunity for the Department of Transportation's National Infrastructure Investments (i.e., the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program) under the Consolidated Appropriations Act, 2021**

**AGENCY:** Office of the Secretary of Transportation, DOT

**ACTION:** Notice of Funding Opportunity

**SUMMARY:** The purpose of this notice is to solicit applications for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. Funds for the FY 2021 RAISE grant program are to be awarded on a competitive basis for surface transportation infrastructure projects that will have a significant local or regional impact. This program was formerly known as BUILD Transportation Grants

**DATES:** Applications must be submitted by 5:00 PM Eastern on July 12, 2021.

**ADDRESSES:** Applications must be submitted through [Grants.gov](https://www.grants.gov).

**FOR FURTHER INFORMATION CONTACT:** For further information concerning this notice, please contact the RAISE grant program staff via e-mail at [RAISEgrants@dot.gov](mailto:RAISEgrants@dot.gov), or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will regularly post answers to questions and requests for clarifications as well as information about webinars for further guidance on DOT's website at [www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants).

**SUPPLEMENTARY INFORMATION:** Each section of this notice contains information and instructions relevant to the application process for these RAISE grants, and all applicants should read this notice in its entirety so that they have the information they need to submit eligible and competitive applications.

## **Table of Contents**

- A. Program Description
- B. Federal Award Information
- C. Eligibility Information
- D. Application and Submission Information
- E. Application Review Information
- F. Federal Award Administration Information
- G. Federal Awarding Agency Contacts
- H. Other Information

### **A. Program Description**

#### **1. Overview**

The Consolidated Appropriations Act, 2021 (Pub. L. 116-260, December 27, 2020) (“FY 2021 Appropriations Act”) appropriated \$1 billion to be awarded by the Department of Transportation (“DOT”) for National Infrastructure Investments (now known as Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants.) RAISE Grants are for capital investments in surface transportation that will have a significant local or regional impact. In addition to capital awards, DOT will award no more than \$30 million for eligible planning, preparation or design of projects eligible for RAISE Grants that do not result in construction with FY2021 RAISE funding, of which at least \$10 million will be awarded to projects located in or to directly benefit areas of persistent poverty.

Since this program was created, \$8.9 billion has been awarded for capital investments in surface transportation infrastructure over 12 rounds of competitive grants. Throughout the program, these discretionary grant awards have supported projects that have a significant local or regional impact consistent with DOT's strategic infrastructure goal.<sup>1</sup> FY 2021 RAISE grants continue to align with DOT's infrastructure goal by guiding strategic investments that enable more efficient movement of people and goods. The FY 2021 RAISE round also highlights this Administration's priorities to invest in national infrastructure projects that result in good-paying jobs, improve safety, apply transformative technology, and explicitly address climate change and racial equity.

Section E of this NOFO, which outlines FY 2021 RAISE Grant selection criteria, describes the process for selecting projects that further these goals. 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 DOT's R.O.U.T.E.S. initiative, DOT seeks rural projects that address deteriorating conditions and disproportionately high fatality rates on rural transportation infrastructure. Please visit <https://www.transportation.gov/rural> to learn more about DOT's efforts to address disparities in rural infrastructure.

## **2. Additional Information**

The RAISE grant program is described in the Federal Assistance Listings under the assistance listing program title "National Infrastructure Investments" and assistance listing number 20.933.

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<sup>1</sup> See U.S. Department of Transportation Strategic Plan for FY 2018–2022 (Feb. 2018) at <https://www.transportation.gov/dot-strategic-plan>.

### **3. Changes from the FY 2020 NOFO**

National Infrastructure Investments are now known as Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants, formerly TIGER and BUILD Transportation Grants. This FY 2021 RAISE Notice updates the FY 2020 RAISE NOFO to reflect this Administration's priorities for creating good-paying jobs, improving safety, applying transformative technology, and explicitly addressing climate change and advancing racial equity. Consistent with the FY 2021 Appropriations Act requirement that the Secretary shall consider and award projects based solely on the selection criteria from the FY 2017 Notice of Funding Opportunity, the seven selection criteria remain the same as FY 2017. The primary selection criteria are safety, environmental sustainability, quality of life, economic competitiveness, and state of good repair. The secondary selection criteria are partnership and innovation. The Department revised the descriptions of the criteria to clarify how they align with long-term project outcomes. A summary of these changes is provided below, but applicants should refer to Section E for descriptions of the selection criteria.

Consistent with the environmental sustainability merit criterion, the Department seeks to fund projects under the RAISE Program that considered climate change and environmental justice in the planning stage and were designed with specific elements to address climate change impacts. Projects that incorporate such planning considerations are expected to better address climate change and advance long-term environmental sustainability. Projects should directly support Climate Action Plans or apply environmental justice screening tools in the planning stage. Projects should include components that reduce emissions, promote energy efficiency, increase resiliency, and recycle or redevelop existing infrastructure. This objective is consistent with Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad* (86 FR 7619). As part of the Department's implementation of that Executive Order, the Department seeks to fund

projects that, to the extent possible, target at least 40% of resources and benefits towards low-income communities, disadvantaged communities, communities underserved by affordable transportation, or overburdened<sup>2</sup> communities. Section E describes climate change and environmental justice considerations an applicant can undertake. Projects that have not sufficiently considered climate change and environmental justice in their planning, as determined by the Department, will be required to before receiving funds for construction. See Section F.2 of this NOFO for program requirements.

Consistent with the quality of life and partnership merit criteria, the Department seeks to use the RAISE program to encourage racial equity in two areas: (1) incorporating planning and adopting policies related to racial equity and reducing barriers to opportunity; and (2) investing in projects that either proactively address racial equity and barriers to opportunity, including automobile dependence as a form of barrier, or redress prior inequities and barriers to opportunity. This objective supports the Department's strategic goal related to infrastructure, with the potential for significantly enhancing environmental stewardship and community partnerships, and reflects Executive Order 13985, *Advancing Racial Equity and Support for Underserved Communities Through the Federal Government* (86 FR 7009). Section E describes racial equity considerations that an applicant can undertake to address these criteria. Projects that have not sufficiently considered racial equity in their planning, as determined by the Department, will be required to before receiving funds for construction. See Section F.4 of this NOFO for program requirements.

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<sup>2</sup> Overburdened Community: Minority, low-income, tribal, or indigenous populations or geographic locations in the United States that potentially experience disproportionate environmental harms and risks. This disproportionality can be as a result of greater vulnerability to environmental hazards, lack of opportunity for public participation, or other factors. Increased vulnerability may be attributable to an accumulation of negative or lack of positive environmental, health, economic, or social conditions within these populations or places. The term describes situations where multiple factors, including both environmental and socio-economic stressors, may act cumulatively to affect health and the environment and contribute to persistent environmental health disparities.

The FY 2021 Appropriations Act allows for up to \$30 million to be awarded for the planning, preparation or design of projects eligible for RAISE Grants, of which at least \$10 million will be awarded to projects located in or to directly benefit areas of persistent poverty planning projects. Areas of persistent poverty are defined in Section C.3.iii.

The Department published a FY 2021 RAISE NOFO on January 19, 2021 and withdrew that NOFO on January 22, 2021. This notice supersedes the withdrawn NOFO. Unless repeated here, the content of the withdrawn NOFO is ineffective.

Applicants who are planning to re-apply using materials prepared for prior competitions should ensure that their FY 2021 application fully addresses the criteria and considerations described in this Notice and that all relevant information is up to date.

## **B. Federal Award Information**

### **1. Amount Available**

The FY 2021 Appropriations Act appropriated \$1 billion to be awarded by DOT for the RAISE grant program. FY 2021 RAISE grants are for capital investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. DOT will award no more than \$30 million (of the \$1 billion) for the planning, preparation or design of eligible projects, of which at least \$10 million will be awarded to projects located in or to directly benefit areas of persistent poverty (as defined in Section C.3.iii.). DOT refers to awards for the planning, preparation or design of eligible projects as RAISE planning grants. The FY 2021 Appropriations Act also allows DOT to retain up to \$20 million of the \$1 billion for award, oversight and administration of grants and credit assistance made under the program. In addition to the FY 2021 RAISE funds, unobligated program funds may be made available from prior rounds and awarded under this solicitation to projects that can be obligated before the obligation deadline associated with the respective prior

year funds. The Department expects not more than \$30 million of prior year funds may be awarded. If this solicitation does not result in the award and obligation of all available funds, DOT may publish additional solicitations.

The FY 2021 Appropriations Act allows up to 20 percent of available funds (or \$200 million) to be used by DOT to pay the subsidy and administrative costs of a project receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) or Railroad Rehabilitation and Improvement Financing (RRIF) programs, if that use of the FY 2021 RAISE funds would further the purposes of the RAISE grant program.

## **2. Award Size**

The FY 2021 Appropriations Act specifies that RAISE grants may not be less than \$5 million, except that for projects located in rural areas (as defined in Section C.3.ii) the minimum award size is \$1 million. Grants may not be greater than \$25 million. There is no minimum award size for RAISE planning grants, regardless of location. Applicants are strongly encouraged to submit applications only for eligible award amounts.

## **3. Restrictions on Funding**

Pursuant to the FY 2021 Appropriations Act, no more than 10 percent of the funds made available for RAISE grants (or \$100 million) may be awarded to projects in a single State. The Act also directs that not more than 50 percent of the funds provided for RAISE grants (or \$500 million) shall be awarded to rural projects (as defined in section C.3.ii) and directs that not more than 50 percent of the funds provided for RAISE grants (or \$500 million) shall be awarded to urban projects (as defined in section C.3.ii). Further, DOT must take measures to ensure an equitable geographic distribution of grant funds, an appropriate balance in addressing the needs of urban and rural areas including in tribal areas, and investment in a variety of transportation modes.

#### **4. Availability of Funds**

The FY 2021 Appropriations Act requires that FY 2021 RAISE grants funds are available for obligation only through September 30, 2024. Obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements. Unless authorized by DOT in writing after DOT’s announcement of FY 2021 RAISE awards, any costs incurred prior to DOT’s obligation of funds for a project (“pre-award costs”) are ineligible for reimbursement.<sup>3</sup> All FY 2021 RAISE funds must be expended (the grant obligation must be liquidated or actually paid out to the grant recipient) by September 30, 2029. After this date, unliquidated funds are no longer available to the project. As part of the review and selection process described in Section E.2., DOT will consider a project’s likelihood of being ready to proceed with an obligation of RAISE grant funds within the statutory timeline. No waiver is possible for these deadlines.

#### **5. Previous BUILD/TIGER Awards**

Recipients of BUILD/TIGER grants may apply for funding to support additional phases of a project previously awarded funds in the BUILD/TIGER program. However, to be competitive, the applicant should demonstrate the extent to which the previously funded project phase has met estimated project schedules and budget, as well as the ability to realize the benefits expected for the project. A previous BUILD/TIGER award, or application, does not affect competitiveness under the FY 2021 RAISE competition.

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<sup>3</sup> Pre-award costs are only costs incurred directly pursuant to the negotiation and anticipation of the RAISE award where such costs are necessary for efficient and timely performance of the scope of work, as determined by DOT. Costs incurred under an advance construction (23 U.S.C. 115) authorization before the DOT announces that a project is selected for a FY 2021 RAISE award cannot be charged to FY 2021 RAISE funds.

Likewise, costs incurred under an FTA Letter of No Prejudice under Chapter 53 of title 49 U.S.C. before the DOT announces that a project is selected for a FY 2021 RAISE award cannot be charged to FY 2021 RAISE funds.

## **C. Eligibility Information**

To be selected for a RAISE grant, an applicant must be an Eligible Applicant and the project must be an Eligible Project.

### **1. Eligible Applicants**

Eligible Applicants for RAISE grants are State, local, Tribal, and U.S. territories' governments, including transit agencies, port authorities, metropolitan planning organizations (MPOs), and other political subdivisions of State or local governments.

Multiple States or jurisdictions may submit a joint application and should identify a lead applicant as the primary point of contact and also identify the primary recipient of the award. Joint applications should include a description of the roles and responsibilities of each applicant.

DOT expects that the eligible applicant that submits the application will administer and deliver the project. If the applicant seeks a transfer of the award to another agency, a letter of support from the designated entity must be included in the application.

### **2. Cost Sharing or Matching**

Per the FY 2021 Appropriations Act, the Federal share of project costs for which an expenditure is made under the RAISE grant program may not exceed 80 percent for a project located in an urban area.<sup>4</sup> The Secretary may increase the Federal share of costs above 80 percent for projects located in rural areas and for planning projects located in areas of persistent poverty. Urban area and rural area are defined in Section C.3.ii of this notice. Areas of persistent poverty are defined in Section C.3.iii. DOT shall give priority to projects that require a contribution of Federal funds to complete an overall financing package.

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<sup>4</sup> To meet match requirements, the minimum total project cost for a project located in an urban area must be \$6.25 million.

Non-Federal sources include State funds originating from programs funded by State revenue, local funds originating from State or local revenue-funded programs, or private funds. Toll credits under 23 U.S.C. 120(i) are considered a Federal source under the RAISE program and, therefore, cannot be used to satisfy the statutory cost sharing requirement of a RAISE award. Unless otherwise authorized by statute, non-Federal cost-share may not be counted as the non-Federal share for both the RAISE grant and another Federal grant program. DOT will not consider previously incurred costs or previously expended or encumbered funds towards the matching requirement for any project. Matching funds are subject to the same Federal requirements described in Section F.2. as awarded funds. If repaid from non-Federal sources, Federal credit assistance is considered non-Federal share.

See Section D.2.iii for information about documenting cost sharing in the application.

For each project that receives a RAISE grant award, the terms of the award will require the recipient to complete the project using at least the level of non-Federal funding that was specified in the application. If the actual costs of the project are greater than the costs estimated in the application, the recipient will be responsible for increasing the non-Federal contribution. If the actual costs of the project are less than the costs estimated in the application, DOT will generally reduce the Federal contribution.

### **3. Other**

#### **i. Eligible Projects**

##### **(a) Capital Projects**

Eligible projects for RAISE grants are surface transportation capital projects within the United States or any territory or possession of the United States that include, but are not limited to: (1) highway, bridge, or other road projects eligible under title 23, United States Code; (2) public transportation projects eligible under chapter 53 of title 49, United States Code; (3)

passenger and freight rail transportation projects; (4) port infrastructure investments (including inland port infrastructure and land ports of entry); (5) intermodal projects; and (6) projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government.<sup>5</sup>

Other than projects described in this section, improvements to Federally owned facilities are ineligible under the FY 2021 RAISE program. Research, demonstration, or pilot projects are eligible only if they will result in long-term, permanent surface transportation infrastructure that has independent utility as defined in Section C.3.iv.

#### (b) Planning Projects

Activities eligible for funding under RAISE planning grants are related to the planning, preparation, or design— for example environmental analysis, feasibility studies, and other pre-construction activities—of eligible surface transportation capital projects described in Section C.3.i.(a).

In addition, eligible activities related to multidisciplinary projects or regional planning may include: (1) Development of master plans, comprehensive plans, or corridor plans; (2) Planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas and with passenger and non-motorized traffic; (3) Development of port and regional port planning grants, including State-wide or multi-port planning within a single jurisdiction or region; (4) Risk assessments and planning to identify vulnerabilities and address the transportation system’s ability to withstand probable occurrence or recurrence of an emergency or major disaster.

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<sup>5</sup> Please note that DOT may award a RAISE grant to pay for the surface transportation components of a broader project that has non-surface transportation components, and applicants are encouraged to apply for RAISE grants to pay for the surface transportation components of these projects.

ii. Rural/Urban Definition

For purposes of this notice, a project is designated as urban if it is located within (or on the boundary of) a Census-designated urbanized area<sup>6</sup> that had a population greater than 200,000 in the 2010 Census.<sup>7</sup> If a project is located outside a Census-designated urbanized area with a population greater than 200,000, it is designated as a rural project. Rural and urban definitions differ in some other DOT programs, including TIFIA.

A project located in both an urban and a rural area will be designated as *urban* if the majority of the project's costs will be spent in urban areas. Conversely, a project located in both an urban area and a rural area will be designated as *rural* if the majority of the project's costs will be spent in rural areas. For RAISE planning grants, the location of the project being planned, prepared, or designed will be used for the urban or rural designation.

This definition affects four aspects of the program: (1) not more than \$500 million of the funds provided for RAISE grants are to be used for projects in rural areas; (2) not more than \$500 million of the funds provided for RAISE grants are to be used for projects in urban areas; (3) for a project in a rural area the minimum award is \$1 million; and (4) the Secretary may increase the Federal share above 80 percent to pay for the costs of a project in a rural area.

iii. Areas of Persistent Poverty

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 December 27, 2020, as measured by the 1990 and 2000<sup>8</sup> decennial census and the most recent

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<sup>6</sup> Lists of UAs as defined by the Census Bureau are available on the Census Bureau website at <https://www.census.gov/geographies/reference-maps/2010/geo/2010-census-urban-areas.html>.

<sup>7</sup> See [www.transportation.gov/RAISEBUILDgrants](http://www.transportation.gov/RAISEBUILDgrants) for a list of UAs.

<sup>8</sup> See <https://www.census.gov/data/tables/time-series/dec/census-poverty.html> for county dataset.

annual Small Area Income Poverty Estimates as estimated by the Bureau of the census<sup>9</sup>; (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<sup>10</sup>; 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 2019 Small Area Income Poverty Estimates. DOT will list all counties and census tracts that meet this definition for Areas of Persistent Poverty on the RAISE website at <https://www.transportation.gov/RAISEgrants>.

The FY 2021 definition for Area of Persistent Poverty may differ from other DOT programs, including the FY 2020 FTA Hope Discretionary Grant program.

This definition for Areas of Persistent Poverty affects two aspects of the program: (1) there is no minimum grant size for a planning projects that are located in or are to directly benefit an area of persistent poverty, and (2) the Secretary may increase the Federal share above 80 percent to pay for the costs of a planning project that is located in or is to directly benefit an area of persistent poverty.

The Department will only consider direct benefits to Areas of Persistent Poverty that are clearly and explicitly described in the application narrative. Unless the application addresses the direct benefits to an Areas of Persistent Poverty consistent with the definition in this section, the Department will not assume the project benefits an Area of Persistent Poverty.

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<sup>9</sup> See <https://www.census.gov/data/datasets/2019/demo/saibe/2019-state-and-county.html> for December 2019 Small Area Income Poverty Dataset

<sup>10</sup> 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

iv. Project Components

An application may describe a project that contains more than one component, and may describe components that may be carried out by parties other than the applicant. DOT expects, and will impose requirements on fund recipients to ensure, that all components included in an application will be delivered as part of the RAISE project, regardless of whether a component includes Federal funding. The status of each component should be clearly described (for example, in the project schedule). DOT 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](#); (2) independently aligns well with the selection criteria specified in Section E.1; and (3) meets National Environmental Policy Act (NEPA) requirements with respect to independent utility. Independent utility means that the component will represent a transportation improvement that is usable and represents a reasonable expenditure of DOT 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. All project components that are presented together in a single application must demonstrate a relationship or connection between them. (See Section D.2. for Required Approvals).

Applicants should be aware that, depending upon the relationship between project components and applicable Federal law, DOT funding of only some project components may make other project components subject to Federal requirements as described in Section F.2.

DOT strongly encourages applicants to identify in their applications the project components that have independent utility and separately detail costs and requested RAISE grant funding for those components. 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.

v. Application Limit

Each lead applicant may submit no more than three applications. Unrelated project components should not be bundled in a single application for the purpose of adhering to the limit. If a lead applicant submits more than three applications as the lead applicant, only the first three received will be considered.

**D. Application and Submission Information**

**1. Address to Request Application Package**

Instructions for submitting applications can be found at [www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants) along with specific instructions for the forms and attachments required for submission.

**2. Content and Form of Application Submission**

The application must include the Standard Form 424 (Application for Federal Assistance), cover page, and the Project Narrative. Applicants are encouraged to also complete SF-424C and attach to their application the “RAISE 2021 Project Information” form available at [www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants).

DOT 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.2.i
II. Project Location	See D.2.ii
III. Grant Funds, Sources and Uses of all Project Funding	See D.2.iii
IV. Selection Criteria	See D.2. iv. and E.1
V. Environmental Risk Review	See D.2. v. and E.1.ii
VI. Benefit Cost Analysis	See D.2.vi. and E.1. iii.

The project narrative should include the information necessary for DOT to determine that the project satisfies project requirements described in Sections B and C and to assess the selection criteria specified in Section E.1. To the extent practicable, applicants should provide supporting data and documentation in a form that is directly verifiable by DOT. DOT expects applications to be complete upon submission. DOT may ask any applicant to supplement data in its application but is not required to do so. Lack of supporting information provided with the application negatively affects competitiveness of the application, as described in Section E.2.

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. DOT recommends that the project narrative be prepared with standard formatting preferences (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 30 pages in length, excluding cover pages and table of contents. The only substantive portions that may exceed the 30-page limit are documents supporting assertions or conclusions made in the 30-page project narrative, but evaluators are not required to review supporting documents as part of the merit review described in Section E. 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 reference these in the respective section of the project narrative. DOT recommends using appropriately descriptive file names (e.g., “Project Narrative,” “Maps,” “Memoranda of Understanding and Letters of Support,”) for all attachments. DOT recommends applications include the following sections:

- i. Project Description

The first section of the application should provide a 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 completed components. The applicant may use this section to place the project into a broader context of other transportation infrastructure investments being pursued by the project sponsor. Applicants may also 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.

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 description of connections to existing transportation infrastructure. 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; and

(b) the Census-designated urbanized area in which the project is located, if relevant.

If the project is not located in an Area of Persistent Poverty but is a project to directly benefit such an area, the application should clearly and explicitly describe those benefits and the affected county or census tract(s). For a project to directly benefit an Area of Persistent Poverty, measurable and non-trivial outcomes, consistent with the selection criteria describe in Section E of this NOFO, must be located in that Area of Persistent Poverty.

iii. Grant Funds, Sources and Uses of Project Funds

This section of the application should describe the budget for the RAISE project (i.e. the project scope that includes RAISE funding). This budget should **not** include any previously incurred expenses. The budget should show how each source of funds will be spent. The budget should also show how each funding source will share in each major construction activity, and present that data in dollars and percentages. If applicable, the budget should identify Federal funds that have been previously authorized by a Federal agency. Funding sources should be

grouped into three categories: non-Federal, RAISE, and other Federal. If the project contains individual 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 clearly identify any expenses expected to be incurred between time of award and obligation because these expenses are not eligible for reimbursement, as described in Section B.4, or for cost sharing, as described in Section C.2. The budget details should sufficiently demonstrate that the project satisfies the statutory cost-sharing requirements described in Section C.2. At a minimum, it should include:

- (a) Costs for the FY2021 RAISE project;
- (b) For all funds to be used for eligible project costs, the source and amount of those funds;
- (c) For non-Federal funds to be used for eligible project costs, documentation of funding commitments. Documentation should also be included as an appendix to the application. If the applicant is not a State DOT and matching contributions from a State DOT are included as non-Federal match, a supporting letter from the State indicating the source of the funds; and
- (d) For Federal funds to be used for eligible project costs, the amount, nature, and source of any required non-Federal match for those funds.

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 particular 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 particular source of funds is available for expenditure only during a fixed time period, the application should describe that restriction. Complete information about project funds will ensure that DOT's

expectations for award execution align with any funding restrictions unrelated to DOT, even if an award differs from the applicant's request.

iv. Selection Criteria

This section of the application should demonstrate how the project aligns with the criteria described in Section E.1 of this notice. DOT encourages applicants to either address each criterion or expressly state that the project does not address the criterion. Applicants are not required to follow a specific format, but the outline suggested addresses each criterion separately and promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, DOT encourages applicants to cross-reference from this section of their application to relevant substantive information in other sections of the application. The guidance in this section is about how the applicant should organize their application. Guidance describing how DOT will evaluate projects against the Selection Criteria is in Section E.1 of this notice. Applicants also should review that section before considering how to organize their application.

(1) Primary Selection Criteria

(a) Safety

This section of the application should describe the anticipated outcomes of the project that support the Safety criterion (described in Section E.1.i.(a) of this notice). The applicant should include information on, and to the extent possible, quantify, how the project would improve safety outcomes within the project area or wider transportation network, to include how the project will reduce the number, rate, and consequences of transportation-related accidents, serious injuries, and fatalities. The application should provide evidence to support the claimed level of effectiveness of the project in reducing accidents, serious injuries, and/or fatalities. If applicable, the applicant should also include information on how the project will improve safety

at highway-rail grade crossings and/or contribute to preventing unintended releases of hazardous materials.

#### (b) Environmental Sustainability

This section of the application should describe how the project addresses the environmental sustainability criterion (described in Section E.1.i.(b) of this notice). Applicants are encouraged to provide information demonstrating that they have considered climate change and environmental justice in the planning stage, in addition to a description of specific project elements that address climate change impacts. Applicants are encouraged to include information demonstrating how the project will reduce emissions, promote energy efficiency, incorporate electrification or zero emission vehicle infrastructure, increase resiliency, improve stormwater management, and recycle or redevelop existing infrastructure. Additional information for how this criterion will be evaluated is in Section E.1.i. of this notice.

#### (c) Quality of Life

This section should describe how the project increases or improves transportation choices for individuals, expands access to essential services, improves connectivity for citizens to jobs, health care, and other critical destinations; proactively addresses racial equity and barriers to opportunity; or otherwise addresses the quality of life criterion (described in Section E.1.i.(c) of this notice).

#### (d) Economic Competitiveness

This section of the application should describe how the project will support the Economic Competitiveness criterion (described in Section E.1.i.(d) of this notice). The applicant should include information about expected impacts of the project on the movement of goods and people, including how the project increases the efficiency of movement and thereby reduces costs of doing business, improves local and regional freight connectivity to the national and global

economy, reduces burdens of commuting, and improves overall well-being. Applicants could also describe whether project delivery and implementation provides opportunities for workers to find good-paying jobs directly related to the project, including opportunities through unions, project labor agreements<sup>11</sup>, local hiring provisions, or other targeted preferential hiring provisions<sup>12</sup> The applicant should describe the extent to which the project contributes to the functioning and growth of the economy, including the extent to which the project addresses congestion or freight connectivity, bridges service gaps in rural areas, or promotes the expansion of private economic development.

(e) State of Good Repair

This section of the application should describe how the project will contribute to a state of good repair by improving the condition or resilience of existing transportation facilities and systems (described in Section E.1.i.(e) of this notice), including the project's current condition, how the proposed project will improve it, and any estimates of impacts on long-term cost structures or overall life-cycle costs.

(2) Secondary Selection Criteria

(a) Partnership

This section of the application should include information to assess the partnership criterion (described in Section E.1.ii.(a) of this notice) including a list of all project parties and details about the proposed grant recipient and other public and private parties who are involved in delivering the project. This section should also describe efforts to collaborate among stakeholders, including with the private sector.

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<sup>11</sup> Project labor agreement must be consistent with Executive Order 13502.

<sup>12</sup> Preferential hiring provisions must be authorized and comply with Sec. 199B of the FY2021 Appropriations Act.

Applications for projects involving other Federal agencies, or requiring action from other Federal agencies, should demonstrate commitment and involvement of those agencies. For example, relevant port projects should demonstrate alignment with U.S. Army Corps of Engineers investment strategies.

(b) Innovation

This section of the application should describe innovative strategies used and the anticipated benefits of using those strategies, including those corresponding to three categories (described in Section E.1.ii.(b) of this notice): (i) Innovative Technologies, (ii) Innovative Project Delivery, or (iii) Innovative Financing.

(i) Innovative Technologies

If an applicant is proposing to adopt innovative technology, the application should demonstrate the applicant's capacity to implement those innovations, the applicant's understanding of applicable Federal requirements and whether the innovations may require extraordinary permitting, approvals, exemptions, waivers, or other procedural actions, and the effects of those innovations on the project delivery timeline.

If an applicant is proposing to deploy autonomous vehicles or other innovative motor vehicle technology, the application should demonstrate that all vehicles will comply with applicable safety requirements, including those administered by the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA). Specifically, the application should show that vehicles acquired for the proposed project will comply with applicable Federal Motor Vehicle Safety Standards (FMVSS) and Federal Motor Carrier Safety Regulations (FMCSR). If the vehicles may not comply, the application should either (1) show that the vehicles and their proposed operations are within the scope of an exemption or waiver that has already been granted by NHTSA, FMCSA, or both agencies or (2)

directly address whether the project will require exemptions or waivers from the FMVSS, FMCSR, or any other regulation and, if the project will require exemptions or waivers, present a plan for obtaining them.

(ii) Innovative Project Delivery

If an applicant plans to use innovative approaches to project delivery or is located in a State with NEPA delegation authority, applicants should describe those project delivery methods and how they are expected to improve the efficiency of the project development or expedite project delivery.

(iii) Innovative Financing

If an applicant plans to incorporate innovative funding or financing, the applicant should describe the funding or financing approach, including a description of all activities undertaken to pursue private funding or financing for the project and the outcomes of those activities.

v. Environmental Risk

This section of the application should include sufficient information for DOT to evaluate whether the project is reasonably expected to begin construction in a timely manner. To assist DOT's project environmental risk review, the applicant should provide the information requested on project schedule, required approvals and permits, NEPA, risk and mitigation strategies, 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 environmental risk, promotes a clear discussion that assists project evaluators. To minimize redundant information in the application, DOT 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 DOT will evaluate environmental risk is described in Section E.1.ii of this notice. Applicants should review that section when considering how to organize their application.

(a) 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 (e.g., 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; 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:

- (1.) all necessary activities will be complete to allow RAISE grant funds to be obligated sufficiently in advance of the statutory deadline (June 30, 2024<sup>13</sup>), and that any unexpected delays will not put the funds at risk of expiring before they are obligated;
- (2.) the project can begin construction upon obligation of grant funds and that those funds will be spent expeditiously once construction starts, with all funds expended by September 30, 2029; and

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<sup>13</sup> The statutory obligation deadline is September 30, 2024. The Department assesses risk against an earlier deadline of June 30, 2024 to allow time to complete administrative processing and address challenges before the statutory deadline.

(3.) 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 right-of-way acquisition is necessary.

(b) Required Approvals

1. Environmental Permits and Reviews. The application should demonstrate receipt (or reasonably 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:

- i. Information about the NEPA status of the project. 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 type of NEPA review underway, where the project is in the process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the last agency action with respect to NEPA documents occurred more than three years before the application date, the applicant should describe why the project has been delayed and include a proposed approach for verifying and, if necessary, updating this material in accordance with applicable NEPA requirements.

- ii.** Information on reviews, approvals, and permits by other agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies,<sup>14</sup> 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.
  - iii.** Environmental studies or other documents, preferably through a website link, that describe in detail known project impacts, and possible mitigation for those impacts.
  - iv.** A description of discussions with the appropriate DOT operating administration field or headquarters office regarding the project's compliance with NEPA and other applicable Federal environmental reviews and approvals.
  - v.** A description of public engagement about the project that has occurred, including details on the degree to which public comments and commitments have been integrated into project development and design.
2. State and Local Approvals. The applicant should demonstrate 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

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<sup>14</sup> 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.

funding. For projects acquiring State DOT-owned right of way, applicants should demonstrate they have coordinated the project with the State DOT or transportation facility owner. Additional support from relevant State and local officials is not required; however, an applicant should demonstrate that the project has broad public support.

3. Federal Transportation Requirements Affecting State and Local Planning. The planning requirements applicable to the relevant operating administration apply to all RAISE grant projects<sup>15</sup>, including intermodal projects located at airport facilities<sup>16</sup>. Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning 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

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<sup>15</sup> Under 23 U.S.C. 134 and 135, all projects requiring an action by 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 RAISE grant until it is included in such plans. Plans that do not currently include the awarded RAISE project can be amended by the State and 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 RAISE 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, or in a State Freight Plan as described in the FAST Act. 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 49 U.S.C. 70202 prior to the start of construction. Port planning guidelines are available at [StrongPorts.gov](http://StrongPorts.gov).

<sup>16</sup> Projects at grant obligated airports must be compatible with the FAA-approved Airport Layout Plan, 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.

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), if these exist. Applicants should provide links or other documentation supporting this consideration. Because projects have different schedules, the construction start date for each RAISE grant must be specified in the project-specific agreements signed by relevant operating administration and the grant recipients, based on critical path items that applicants identify in the application and will be consistent with relevant State and local plans.

(c) Assessment of Project Risks and Mitigation Strategies

Project risks, such as procurement delays, environmental uncertainties, increases in real estate acquisition costs, uncommitted local match, unavailability of vehicles that either comply with Federal Motor Vehicle Safety Standards or are exempt from Federal Motor Vehicle Safety Standards in a manner that allows for their legal acquisition and deployment, unavailability of domestically manufactured equipment, 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.

If an applicant anticipates pursuing a waiver for relevant domestic preference laws, the applicant should describe steps that have been or will be taken to

maximize the use of domestic goods, products, and materials in constructing its project.

To the extent the applicant is unfamiliar with the Federal program, the applicant should contact the appropriate DOT operating administration field or headquarters offices, as found in contact information at [www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants), for information on the pre-requisite steps to obligate Federal funds in order to ensure that their project schedule is reasonable and that there are no risks of delays in satisfying Federal requirements.

RAISE planning grant applicants should describe their capacity to successfully implement the proposed activities in a timely manner.

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 results of the analysis should be summarized in the Project Narrative directly, as described in Section D.2.

The appendix 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 (i.e., the discount rate net of the inflation rate) of 7 percent per year to the project's streams of benefits and costs. The purpose of the BCA is to enable DOT to evaluate the project's cost-effectiveness by estimating a benefit-cost ratio for the project.

The primary economic benefits from projects eligible for RAISE grants are likely to include savings in travel time costs, vehicle or terminal operating costs, and safety costs for both existing users of the improved facility and new users who may be attracted to it as a result of the project. Reduced damages from vehicle emissions and savings in maintenance costs to public

agencies may also be quantified. Applicants may describe other categories of benefits in the BCA that are more difficult to quantify and value in economic terms, such as improving the reliability of travel times or improvements to the existing human and natural environments (such as increased connectivity, improved public health, storm water runoff mitigation, and noise reduction), while also providing numerical estimates of the magnitude and timing of each of these additional impacts wherever possible. Any benefits claimed for the project, both quantified and unquantified, should be clearly tied to the expected outcomes of the project.

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 consider the present discounted value of any remaining service life of the asset at the end of the analysis period. The costs and benefits that are compared in the BCA should also cover the same project scope.

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. Applicants should 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 DOT evaluators. Detailed guidance for estimating some types of quantitative benefits and costs, together with recommended economic values for converting them to dollar terms and discounting to their present values, are available in DOT's guidance for conducting BCAs for projects seeking funding under the RAISE grant program (see [www.transportation.gov/RAISEgrants/additional-guidance](http://www.transportation.gov/RAISEgrants/additional-guidance)).

### **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. DOT may not make a RAISE 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 DOT is ready to make a RAISE grant, DOT may determine that the applicant is not qualified to receive a RAISE grant and use that determination as a basis for making a RAISE grant to another applicant.

### **4. Submission Dates and Times**

Applications must be submitted by 5:00 PM Eastern on July 12, 2021. To submit an application through Grants.gov, applicants must:

- (1) Obtain a Data Universal Numbering System (DUNS) number;
- (2) Register with the System for Award Management (SAM) at [www.SAM.gov](http://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 respond to the registration email from Grants.gov and login at Grants.gov to authorize the applicant as the Authorized Organization Representative (AOR). Please note that there can be more than one AOR for an organization.

Please note that the Grants.gov registration process usually takes 2-4 weeks to complete and that DOT 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, Monday-Friday from 7:00 a.m. to 9:00 p.m. EST.

## **5. Other Submission Requirements**

### **(a) Submission Location**

Applications must be submitted to Grants.gov.

### **(b) Consideration of Applications:**

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

### **(c) Late Applications**

Applicants experiencing technical issues with Grants.gov that are beyond the applicant's control must contact [RAISEgrants@dot.gov](mailto:RAISEgrants@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 DUNS number associated with the application; and

(6) The Grants.gov Help Desk Tracking Number.

To ensure a fair competition of limited discretionary 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 instructions in this notice of funding opportunity; and (4) technical issues experienced with the applicant's computer or information technology environment. After DOT reviews all information submitted and contact the Grants.gov Help Desk to validate reported technical issues, DOT 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.

(d) Compliance with Section 508 of the Rehabilitation Act of 1973

The Department encourages applicants to submit documents that are compliant with Section 508 of the Rehabilitation Act of 1973. Section 508 guidelines are available at <https://www.access-board.gov/ict/>.

**E. Application Review Information**

**1. Criteria**

(a) Capital Projects

This section specifies the criteria that DOT will use to evaluate and award applications for RAISE grants. The criteria incorporate the statutory eligibility requirements for this program, which are specified in this notice as relevant. For each proposed project, DOT will review the potential long-term benefits for the primary and secondary merit criteria described in this section. DOT does not consider any primary merit criterion more important than the others. Applications that do not demonstrate the project will, more likely than not generate benefits in one or more merit criteria for at least the useful life of the project; demonstrate moderate local or regional

impact; and contain sufficient information to assess the projects benefits will not proceed in the evaluation process. In evaluating the primary and secondary merit criteria, DOT will review the project's local or regional impact as well as the content and credibility of information used to explain project benefits. As described in section E.2, projects that address primary merit criteria will be more competitive than projects that only address secondary merit criteria.

i. Primary Merit Criteria

(a) Safety

DOT will assess the project's ability to foster a safe transportation system for the movement of goods and people, consistent with the Department's strategic goal to reduce transportation-related fatalities and serious injuries across the transportation system. DOT will consider the project's estimated impacts on the number, rate, and consequences of crashes, fatalities and injuries among transportation users; the degree to which the project addresses vulnerable roadway users, the degree to which the project addresses inequities in crash victims, the extent to which the project improves safety at highway/rail grade crossings; the project's incorporation of roadway design and technology that is proven to improve safety; or the project's contribution to preventing unintended releases of hazardous materials.

(b) Environmental Sustainability

DOT 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. DOT will evaluate the degree to which the project is expected to reduce emissions, promote energy efficiency, support fiscally responsible land use and transportation efficient design, incorporates electrification or zero emission vehicle infrastructure, increases resiliency, reduces pollution, and recycles or redevelops brownfield sites, particularly communities that disproportionately

experience climate-change-related consequences. DOT will assess whether the project has addressed environmental sustainability, including but not limited to the following examples:

(1) A Local/Regional/State Climate Action Plan which results in lower greenhouse gas emissions has been prepared and the project directly supports that Climate Action Plan;

(2) A Local/Regional/State Equitable Development Plan has been prepared and the project directly supports that Equitable Development Plan;

(3) 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/>); or

(4) A Local/Regional/State Energy Baseline Study has been prepared and the project directly supports that study;

(5) The project supports a modal shift in freight or passenger movement to reduce emissions, or reduce induced travel demand. The project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions;

(6) The project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both;

(7) The project supports the installation of electric vehicle charging stations;

(8) The project promotes energy efficiency;

(9) The project serves the renewable energy supply chain;

(10) The project improves disaster preparedness and resiliency;

(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;

(14) The project proposes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both.

(c) Quality of Life

DOT will consider the extent to which the project: (i) increases transportation choices and equity for individuals; (ii) expands access to essential services for communities across the United States, particularly for underserved or disadvantaged communities; (iii) improves connectivity for citizens to jobs, health care, and other critical destinations, or (iv) proactively addresses racial equity<sup>17</sup> and barriers to opportunity, through the planning process or through incorporation of design elements. DOT will assess whether the project addresses quality of life, including but not limited to the following examples:

(1) A racial 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 racial equity in the overall project delivery and implementation.

(3) The project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity

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<sup>17</sup> Definitions for “racial 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).

or that proactively create new connections and opportunities for underserved communities that are underserved by transportation;

(4) The project includes new or improved walking, biking, and rolling access for the disabled, especially access that reverses the disproportional impacts of crashes on people of color, and mitigate neighborhood bifurcation; or

(5) The project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities.

(d) Economic Competitiveness

DOT will assess the degree to which the project will (1) decrease transportation costs and improve access, through reliable and timely access, to employment centers and job opportunities;

(2) improve long-term efficiency or reliability, or reduce costs in the movement of workers or goods; (3) 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; (4) result in long-term job creation by supporting good-paying jobs

directly related to the project with the choice of a union, and supporting American industry

through compliance with domestic preference laws, the use of project labor agreements, local

hiring provisions, or other targeted preferential hiring requirements; or (5) 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.

This criterion is consistent with DOT's strategic objective to promote investments that bring lasting economic benefit to the Nation.

Projects that bridge gaps in service in rural areas and projects that attract private economic development both support local or regional economic competitiveness.

(e) State of Good Repair

- ii. Consistent with the Department’s strategic objective to maintain and upgrade existing transportation systems, DOT will assess whether and to what extent:
- (1) the project is consistent with relevant plans to maintain transportation facilities or systems in a state of good repair and address current and projected vulnerabilities;
  - (2) if left unimproved, the poor condition of the asset will threaten future transportation network efficiency, mobility of goods or accessibility and mobility of people, or economic growth;
  - (3) the project is appropriately capitalized, including whether project sponsor has conducted scenario planning and/or fiscal impact analysis to understand the future impact on public finances;
  - (4) a sustainable source of revenue is available for operations and maintenance of the project and the project will reduce overall life-cycle costs;
  - (5) the project will maintain or improve transportation infrastructure that supports border security functions; and
  - (6) the project includes a plan to maintain the transportation infrastructure in a state of good repair.
- DOT will prioritize projects that ensure the good condition of transportation infrastructure, including rural transportation infrastructure, that support commerce and economic growth. Secondary Merit Criteria

(a) Partnership

DOT will consider the extent to which projects demonstrate strong collaboration among a broad range of stakeholders. Projects with strong partnership typically involve multiple partners in project development and funding, such as State and local governments, other public entities, and private or nonprofit entities, particularly minority business enterprises. DOT will consider applicants that partner with State, local, or private entities for the completion and operation of

transportation infrastructure to have strong partnership. DOT will also assess the extent to which the project application demonstrates collaboration among neighboring or regional jurisdictions to achieve local or regional benefits, especially equity-focused community outreach and public engagement in the project's planning in underserved communities. In the context of public-private partnerships, DOT will assess the extent to which partners are encouraged to ensure long-term asset performance, such as through pay-for-success approaches.

DOT will also consider the extent to which projects include partnerships that bring together diverse transportation agencies or are supported, financially or otherwise, by other stakeholders that are pursuing similar objectives. For example, DOT will consider the extent to which transportation projects are coordinated with economic development, affordable housing projects, water and waste infrastructure, power and electric infrastructure, broadband and land use plans and policies or other public service efforts.

#### (b) Innovation

Consistent with DOT's objectives to encourage transformative projects that take the lead in deploying innovative technologies and practices that drive outcomes in terms of safety, equity, climate and resilience, and economic strength, DOT will assess the extent to which the applicant uses innovative strategies, including: (1) innovative technologies, (2) innovative project delivery, or (3) innovative financing.

##### 1. Innovative Technologies

Consistent with overarching goals to support good-paying jobs with the choice of a union, DOT will assess innovative technological approaches to transportation, particularly in relation to automated, connected, and electric vehicles and the detection, mitigation, and documentation of safety risks. When making RAISE grant award decisions, DOT will consider

any innovative technological approaches proposed by the applicant, particularly projects which 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 sea ports 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.

For innovative safety proposals, DOT will evaluate safety benefits that those approaches could produce and the broader applicability of the potential results. DOT 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.<sup>18</sup>

## 2. Innovative Project Delivery

DOT will consider the extent to which the project utilizes innovative practices in contracting (such as public-private partnerships), congestion management, asset management, or long-term operations and maintenance.

DOT also seeks projects that employ innovative approaches to improve the efficiency and effectiveness of the environmental permitting and review to accelerate project delivery and achieve improved outcomes for communities and the environment. DOT's objective is to achieve timely and consistent environmental review and permit decisions. Accordingly, projects from States with NEPA assignment authority under 23 U.S.C. 327 are considered to use an

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<sup>18</sup> <https://ecfr.federalregister.gov/current/title-2/subtitle-A/chapter-II/part-200/subpart-C/section-200.216>

innovative approach to project delivery. Participation in innovative project delivery approaches will not remove any statutory requirements affecting project delivery.

Infrastructure investment also provides opportunities for workers to find good-paying jobs with the choice to join a union, and supports American industry through the application of domestic preference requirements. Projects that use project labor agreements and deploy local hiring provisions or targeted preferential hiring provisions also contribute to innovative project delivery.

While RAISE grant award recipients are not required to employ innovative approaches, DOT encourages RAISE grant applicants to describe innovative project delivery methods for proposed projects.

### 3. Innovative Financing

DOT 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 in major urban areas.

#### iii. Demonstrated Project Readiness

During application evaluation, DOT may consider project readiness to assess the likelihood of a successful project. In that analysis, DOT will consider three evaluation ratings: Environmental Risk, Technical Capacity, and Financial Capacity. Environmental Risk assessment analyzes the project's environmental approvals and likelihood of the necessary approval affecting project obligation. The Technical Capacity 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, previous experience with BUILD or INFRA awards,

and the technical experience and resources dedicated to the project. The Financial Capacity assessment reviews the availability of matching funds and whether the applicant presented a complete funding package. Risks do not disqualify projects from award, but competitive applications clearly and directly describe achievable risk mitigation strategies. A project with mitigated risks or with a risk mitigation plan is more competitive than a comparable project with unaddressed risks.

iv. Project Costs and Benefits

DOT may consider the costs and benefits of projects seeking RAISE grant funding. To the extent possible, DOT will rely on quantitative, evidenced-based and data-supported analysis to assess how well a project addresses this criterion, including an assessment of the project's estimated benefit-cost ratio (BCR) based on the applicant-supplied BCA described in Section D.2.vi.

To evaluate the costs and benefits of a proposed project, DOT will assign the project into ranges based on its estimated BCR, and DOT will assign a level of confidence associated with the estimated BCR range. DOT will use these ranges for BCR: Less than 1; 1–1.5; 1.5–3; and greater than 3. The confidence levels are high, medium, and low. Projects for which the BCR is less than 1 will not advance to the Secretary as Highly Rated and will not be selected for an award, unless the project demonstrates clear, unquantified outcomes, as identified by the SRT, consistent with the environmental sustainability and quality of life criteria.

(b) Planning Grants

Planning grant applications will be evaluated against the same criteria as capital grants. The Department will consider how the plan, once implemented, will ultimately further the merit

criteria. DOT will not evaluate the benefits and costs (as expressed in a benefit-cost analysis) or environmental risks of projects that do not include construction.

(c) Additional Considerations

The FY 2021 Appropriations Act requires DOT to consider contributions to geographic diversity among recipients, including the need for a balance between the needs of urban and rural areas, including Tribal areas, and investment in a variety of transportation modes when selecting RAISE grant awards.

**2. Review and Selection Process**

DOT reviews all eligible applications received by the deadline. The RAISE grants review and selection process consists of at least a Technical Review and a Senior Review. In the Merit Review, teams comprising staff from the Office of the Secretary (OST) and operating administrations review all eligible applications and rate projects as Highly Recommended, Recommended, Acceptable, or Unacceptable. For a capital project to receive a Highly Recommended rating, (1) the project must demonstrate that, more likely than not, it will generate long-term benefits in one or more primary merit criteria and does not appear to negatively affect any of the other merit criteria; (2) the project must have a clear, direct, significant, and positive local or regional impact (i.e. the project will, more likely than not, reduce the problem or use the opportunity that project proposes to address); and (3) the application contains sufficient information to assess project benefits and the benefits claimed by the applicant appear reasonable and justifiable. Planning projects will receive the same merit review and rating as capital projects, except that for planning projects the review does not include an assessment of whether the application contains sufficient information to assess project benefits and whether those benefits appear reasonable and justifiable. If the project has not substantively changed from prior submissions to BUILD or other Department programs, staff may rely on previous analysis. The

Senior Review Team, which includes senior leadership from OST and the operating administrations, determines which projects to advance to the Secretary as Highly Rated. The FY 2021 Appropriations Act mandated RAISE grant awards by November 22, 2021. The Secretary selects from the Highly Rated projects for final awards. Consistent with past practice, the Department offers debriefs to applicants not selected for award to receive information about the RAISE project's evaluation.

### **3. Additional Information**

Prior to award, each selected applicant will be subject to a risk assessment as required by 2 CFR § 200.206. DOT 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. DOT 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 Notice**

Following the evaluation outlined in Section E, the Secretary will announce awarded projects by posting a list of selected projects at [www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants). Notice of selection is not authorization to begin performance or to incur costs for the proposed project. Following that announcement, the relevant operating administration will contact the point of contact listed in the SF 424 to initiate negotiation of the grant agreement for authorization.

Recipients of RAISE Grant awards will not receive lump-sum cash disbursements at the time of award announcement or obligation of funds. Instead, RAISE funds will reimburse recipients only after a grant agreement has been executed, allowable expenses are incurred, and valid requests for reimbursement are submitted.

Unless authorized by DOT in writing after DOT's announcement of FY 2021 RAISE awards, any costs that a recipient incurs before DOT executes a grant agreement for that recipient's project are ineligible for reimbursement, and are ineligible match for cost share requirements.

## **2. Administrative and National Policy Requirements**

### **(a) Administrative Requirements**

Please visit <https://www.transportation.gov/policy-initiatives/build/grant-agreements> for the General Terms and Conditions for BUILD 2020 awards. The RAISE 2021 Terms and Conditions will be similar to the BUILD 2020 Terms and Conditions, but may include relevant updates.

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 C.F.R part 200, as adopted by DOT at 2 C.F.R part 1201. Federal wage rate requirements included in subchapter IV of chapter 31 of title 40, U.S.C., apply to all projects receiving funds under this program, and apply to all parts of the project, whether funded with RAISE Grant funds, other Federal funds, or non-Federal funds.

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, non-discrimination 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 DOT determines that a recipient has failed to comply with applicable Federal requirements, DOT may terminate the award of funds and disallow previously incurred costs, requiring the recipient to reimburse any expended award funds.

Additionally, applicable Federal laws, rules and regulations of the relevant operating administration administering the project will apply to the projects that receive RAISE grant awards, including planning requirements, Service Outcome Agreements, Stakeholder Agreements, Buy America compliance, and other requirements under DOT's other highway, transit, rail, and port grant programs. For projects that are eligible under RAISE but are not eligible under DOT's other programs or projects that are eligible under multiple DOT programs, the RAISE program will determine the appropriate requirements to ensure the project is delivered consistent with program and Department goals. In particular, Executive Order 14005 directs the Executive Branch Departments and agencies to maximize the use of goods, products, and materials produced in, and services offered in, the United States through the terms and conditions of Federal financial assistance awards. If selected for an award, grant recipients must be prepared to demonstrate how they will maximize the use of domestic goods, products, and materials in constructing their project. RAISE grant projects involving vehicle acquisition must involve only vehicles that comply with applicable Federal Motor Vehicle Safety Standards and Federal Motor Carriers Safety Regulations, or vehicles that are exempt from Federal Motor Vehicle Safety Standards or Federal Motor Carrier Safety Regulations in a manner that allows for the legal acquisition and deployment of the vehicle or vehicles.

For projects administered by FHWA, applicable Federal laws, rules, and regulations set forth in Title 23 U.S.C. and Title 23 C.F.R apply, including the 23 U.S.C. 129 restrictions on the use of toll revenues, and Section 4(f) preservation of parklands and historic properties requirements under 23 U.S.C. 138. For an illustrative list of the other applicable laws, rules, regulations, executive orders, polices, guidelines, and requirements as they relate to a RAISE grant project administered by the FHWA, please see

<https://ops.fhwa.dot.gov/Freight/infrastructure/tiger/#build18>.

For RAISE projects administered by the Federal Transit Administration and partially funded with Federal transit assistance, all relevant requirements under chapter 53 of title 49 U.S.C. apply. For transit projects funded exclusively with RAISE grant funds, some requirements of chapter 53 of title 49 U.S.C. and chapter VI of title 49 C.F.R. apply.

For projects administered by the Federal Railroad Administration, FRA requirements described in 49 U.S.C. Subtitle V, Part C apply.

(b) Program Requirements

i. Climate Change and Environmental Justice Impact Consideration

Each applicant selected for RAISE grant funding must demonstrate effort to 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).

a. Racial Equity and Barriers to Opportunity

Each applicant selected for RAISE grant funding must demonstrate effort to improve racial equity and reduce barriers to opportunity 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 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).

### **3. Reporting**

#### **(a) Progress Reporting on Grant Activities**

Each applicant selected for RAISE grant funding must submit quarterly progress reports and Federal Financial Reports (SF-425) to monitor project progress and ensure accountability and financial transparency in the RAISE grant program.

#### **(b) System Performance Reporting**

Each applicant selected for RAISE grant funding must collect and report to the DOT information on the project's performance based on performance indicators DOT identifies related to program goals (e.g travel time savings, greenhouse gas emissions, passenger counts, level of service, etc). Performance indicators should include measurable goals or targets that DOT will use internally to determine whether the project meets program goals, and grant funds achieve the intended long-term outcomes of the RAISE 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.1. Performance reporting continues for several years after project construction is completed, and DOT does not provide RAISE grant funding specifically for performance reporting.

#### **(c) Reporting of Matters Related to Recipient 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 to the SAM that is made

available in the designated integrity and performance system (currently 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 Public Law 110-417, as amended (41 U.S.C. 2313). As required by section 3010 of Public Law 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.

### **G. Federal Awarding Agency Contacts**

For further information concerning this notice please contact the RAISE grant program staff via e-mail at [RAISEgrants@dot.gov](mailto:RAISEgrants@dot.gov), or call Howard Hill at 202-366-0301. A TDD is available for individuals who are deaf or hard of hearing at 202-366-3993. In addition, DOT will post answers to questions and requests for clarifications on DOT's website at [www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants). To ensure applicants receive accurate information about eligibility or the program, the applicant is encouraged to contact DOT directly, rather than through intermediaries or third parties, with questions. DOT staff may also conduct briefings on the RAISE 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 applicant submits information that the applicant considers to be a trade secret or confidential commercial or financial information, the applicant must provide that information in a separate document, which the applicant may cross-reference from the application narrative or other portions of the application. For the separate document containing confidential information, the applicant must do the following: (1) state on

the cover of that document that it “Contains Confidential Business Information (CBI)”; (2) mark each page that contains confidential information with “CBI”; (3) highlight or otherwise denote the confidential content on each page; and (4) at the end of the document, explain how disclosure of the confidential information would cause substantial competitive harm. DOT will protect confidential information complying with these requirements to the extent required under applicable law. If DOT receives a Freedom of Information Act (FOIA) request for the information that the applicant has marked in accordance with this section, DOT will follow the procedures described in its FOIA regulations at 49 C.F.R. § 7.29. Only information that is in the separate document, marked in accordance with this section, and ultimately determined to be confidential under § 7.29 will be exempt from disclosure under FOIA.

## **2. Publication/Sharing of Application Information**

Following the completion of the selection process and announcement of awards, DOT intends to publish a list of all applications received along with the names of the applicant organizations and funding amounts requested. Except for the information properly marked as described in Section H.1., DOT may make application narratives publicly available or share application information within DOT or with other Federal agencies if DOT determines that sharing is relevant to the respective program’s objectives.

## **3. Department Feedback on Previous Applications**

DOT strives to provide as much information as possible to assist applicants with the application process. DOT will not review applications in advance, but DOT staff are available for technical questions and assistance. To efficiently use Department resources, DOT will prioritize interactions with applicants who have not already received a debrief on their FY 2020 RAISE grant application. Program staff will address questions received at [RAISEgrants@dot.gov](mailto:RAISEgrants@dot.gov) throughout the application period. DOT staff will make reasonable

efforts to schedule meetings on projects through May 15, 2021. After that date, DOT staff will schedule meetings only to the extent possible and consistent with timely completion of other activities.

Issued in Washington D.C. on April 13, 2021



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Secretary of Transportation

Peter Paul Montgomery Buttigieg