

CDBG-R SUBMISSION TEMPLATE **& CHECKLIST**

The American Recovery and Reinvestment Act of 2009 ("Recovery Act") was signed into law by President Obama on February 17, 2009. The Recovery Act awards \$1 billion in CDBG Recovery (CDBG-R) funds to be distributed to cities, counties, insular areas and states, of which \$10 million has been reserved by HUD for its administrative costs and \$10 million of which will be awarded to Indian tribes. Recipients of the remaining \$980 million of CDBG-R funds will be the approximately 1,200 jurisdictions that received CDBG funding in Fiscal Year 2008. This template sets forth the suggested format for grantees receiving funds from CDBG-R. A complete submission contains the information requested below, including:

- (1) The CDBG-R Substantial Amendment (template attached below)
- (2) Spreadsheet for Reporting Proposed CDBG-R Activities (see <http://www.hud.gov/recovery>)
- (3) Signed and Dated Certifications (see <http://www.hud.gov/recovery>)
- (4) Signed and Dated [SF-424](#).

Grantees should also attach a completed CDBG-R Substantial Amendment Checklist to ensure completeness and efficiency of review (attached below).

THE CDBG-R SUBSTANTIAL AMENDMENT

Jurisdiction(s): <u>City of Costa Mesa</u>	CDBG-R Contact Person: <u>Muriel Ullman</u>
Jurisdiction Web Address:	Address: <u>77 Fair Drive, Costa Mesa CA 92628</u>
• www.ci.costa-mesa.ca.us	Telephone: <u>714-754-5167</u>
	Fax: <u>714-754-5330</u>
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ENSURING RESPONSIBLE SPENDING OF RECOVERY ACT FUNDS

Funding available under the Recovery Act has clear purposes – to stimulate the economy through measures that modernize the Nation’s infrastructure, improve energy efficiency, and expand educational opportunities and access to health care. HUD strongly urges grantees to use CDBG-R funds for hard development costs associated with infrastructure activities that provide basic services to residents or activities that promote energy efficiency and conservation through rehabilitation or retrofitting of existing buildings. While the full range of CDBG activities is available to grantees, the Department strongly suggests that grantees incorporate consideration of the public perception of the intent of the Recovery Act in identifying and selecting projects for CDBG-R funding.

A. SPREADSHEET FOR REPORTING PROPOSED CDBG-R ACTIVITIES

Grantees must provide information concerning CDBG-R assisted activities in an electronic spreadsheet provided by HUD. The information that must be reported in the spreadsheet includes activity name, activity description, CDBG-R dollar amount budgeted, eligibility category, national objective citation, additional Recovery Act funds for the activity received from other programs, and total activity budget. An electronic copy of the spreadsheet and the format is available on HUD’s recovery website at <http://www.hud.gov/recovery>.

B. CDBG-R INFORMATION BY ACTIVITY (COMPLETE FOR EACH ACTIVITY)

- (1) **Activity Name:** (Grantees should follow the same order that activities are listed in the Spreadsheet for Reporting Proposed CDBG-R Activities – this will allow HUD to easily match activity narratives with the information provided in the spreadsheet.)

Pursuant to the ***American Recover and Reinvestment Act of 2009*** (Recovery Act), the City of Costa Mesa has been notified by HUD that it will receive **\$366,409** in Community Development Block Grant-Recovery (CDBG-R) funds. As prescribed by the Recovery Act, the City undertook an evaluation of CDBG-eligible activities that meet the intent and spirit of the Recovery Act. As delineated in the *Notice of Program Requirements*, “Funding available under the Recovery Act has a clear purpose - to stimulate the economy through measures that modernize the Nation’s infrastructure, improve energy efficiency, and expand educational opportunities and access to health care.” Another key to the evaluation of activities to be funded with CDBG-R was to give priority to projects that can award contracts based on bids within 120 days of the HUD grant agreement execution date. Additional, consideration was to be given to activities that could be started and completed expeditiously, including a goal of using at least 50% of funds for activities that could be initiated no later than 120 days after Feb 17, 2009 (or June 20, 2009).¹

The City of Costa Mesa submitted a CDBG-R project for HUD’s consideration on June 4, 2009; however, under advisement from HUD-LA Field Office, that project has been withdrawn and in its place two public infrastructure improvement and one program administration activity are submitted for CDBG-R funding consideration. The public infrastructure improvement projects will meet several of the goals of the Recovery Act:

- Economic stimulus by infusing funds into the local economy
- Preservation of jobs – an estimated 25 between two construction projects
- Improving the city’s (i.e., nation’s) infrastructure
- Improving energy efficiency by reducing energy resources needed to produce construction materials.

The specific activities are as follows:

Knowell Place Roadway Rehabilitation: This project consists of the reconstruction of approximately 840 linear feet of asphalt roadway, plus the removal/reconstruction of damaged curb/gutter and sidewalks, and the installation of ADA-compliant ramps. Street reconstruction will be undertaken with non-traditional asphalt manufacturing process that will substantially reduce the amount of diesel fuel needed to heat the bitumen in order to create the asphalt cement (a.k.a. Warm-Mix Asphalt). To the greatest extent feasible, recycling of materials will be implemented for the concrete reconstruction portion of the project. The project is located in Census Tract: 0637.02, Block Group: 04; this area is 67.1% Low- and Moderate-income according to HUD estimates. In addition to providing an infusion of funds into the local economy, the project will also help preserve several jobs during various states of construction.

¹ Due to the delay in releasing the CDBG-R Funding Notice, the June 20, 2009 target date became moot.

Ralcam Place Roadway Rehabilitation: This project consists of the reconstruction of approximately 550 linear feet of asphalt roadway, plus the removal/reconstruction of damaged curb/gutter and sidewalks, and the installation of ADA-compliant ramps. Similar energy savings/recycling efforts described above will be applied to this project. The project is located in Census Tract: 0637.02, Block Group: 01. This area is 55.5% Low- and Moderate-income according to HUD 2008 estimates. In addition to providing an infusion of funds into the local economy, the project will also help preserve several jobs during various states of construction.

CDBG-R Administration: As allowed, approximately 10 percent (\$36,409) of the City's CDBG-R funding will be reserved for program oversight and coordination. These efforts include preparation of quarterly and annual reports, IDIS data management, and preparing other required reports and documents for CDBG-R implementation. Funds may result in the preservation of full- or part-time staffing and also provide a small infusion of cash into the local economy.

No CDBG-R funding is allocated for public services.

Because both public facility improvement projects are located in the City's Low- and Moderate-Income area; therefore, 100% of the City's CDBG-R funds (excluding Admin) will be used to benefit the City's Low- and Moderate-income residents.

(2) Activity Narrative:

In addition to the Spreadsheet for Reporting Proposed CDBG-R Activities, grantees must provide a narrative for each activity describing how the use of the grantee's CDBG-R funds will meet the requirements of Title XII of Division A and Section 1602 of ARRA. The grantee's narrative must also state how CDBG-R funds will be used in a manner that maximizes job creation and economic benefit in relation to the CDBG-R funds obligated, and will address the Recovery Act, by:

Both construction projects will take approximately 30 days to design; based on similar type projects, advertising, bidding and award of the construction contracts will take approximately 90 days. Assuming design begins as soon as HUD approves the City's CDBG-R substantial amendment, these projects should be ready to begin within 120 days of the receipt of the CDBG-R grant agreement. Similarly, CDBG-R administration will be operation upon the receipt of the grant agreement. Construction activities will be carried out by the City of Costa Mesa's Public Services Department, who will be responsible for the street rehabilitation design, bidding and construction management. The City's Housing and Community Development staff will be responsible for CDBG-R grant management. All construction project related funds will be expended within six to nine months from the award of construction contract (approximately completion date is September to October 2010); CDBG-R admin funds will be expended by September 30, 2012 or sooner.

- Preserving and creating jobs and promoting economic recovery: As with most capital improvement-related activities, job preservation/creation is achieved by infusing unanticipated funding into the local economy. In the case of street pavement rehabilitation, construction trade jobs will be preserved during the construction phase of the project. Additionally, job may be preserved/created indirectly. Examples of the latter include asphalt and concrete suppliers who will need crews to produce, prepare and deliver materials on-site, and heavy construction equipment suppliers whose inventory may be needed for demolition, removal and transportation of used asphalt/concrete to factories where materials can be recycled for new uses, and to bring materials to the construction site. The multiplier impact of this CDBG-R investment can be extensive, reaching well beyond the construction industry.

The current economic downturn has also significantly impacted the City's budget. Utilizing this supplemental funding to undertake infrastructure improvements will help the City spread very limited funds to other projects which may help preserve city jobs, especially those impacted by the retraction of the construction industry (e.g., civil engineers and construction inspectors). Funds used for CDBG-R administration may also help preserve jobs – due to projected budget deficits some activities that are partially supported by the City's general fund and HUD funds may be curtailed. CDBG-R administrative responsibilities may be shifted to staff faced with reduced work hours, thus possibly preserving one or more full- or part-time positions.

- Assisting those most impacted by the recession: Based on federal labor reports, one of the industries hardest hit by the current recession is the construction industry. Both large and small construction businesses have experienced a significant reduction in work, which in many cases has necessitated the reduction of their respective workforce. Equally impacted are those businesses that depend on the construction industry, e.g., material and equipment suppliers. It is anticipated that quick infusion of CDBG-R funds into the construction industry will help those businesses and individuals facing financial difficulties.

Equally impacted by the recession are residents of the City's Low- and Moderate-Income areas. Homeowners in the CDBG-Target Area have experienced significant reduction in home values. This loss of paper-wealth has many implications to a household's financial stability. Similarly, renters may be experiencing raising rents as property owners struggle to maintain their investment properties. By investing in residential streets, the City is not only improving its transportation infrastructure but may also provide a positive impact on property values.

- Providing investment needed to increase economic efficiency: The use of Warm-Mix Asphalt contributes to economic efficiencies in a number of ways:
 1. Warm-Mix Asphalt allows for the incorporation of a higher percent of reclaimed asphalt pavement into the production of new asphalt concrete thus encouraging the recycling of resources,

2. The manufacturing of Warm-Mix Asphalt requires less energy to produce than new asphalt and may also reduce green-house gas emissions from the factory producing asphalt, and;
 3. Reduced energy costs will lower the overall cost of a project or may allow for the more street surfaces to be improved for the same cost as the traditional hot-mix asphalt project.
- Investing in transportation, environmental protection, or other infrastructure that will provide long-term economic benefits: Investing CDBG-R funds in these two street projects will result in replacing deteriorated street surfaces with new surfaces with an estimated 20-year life. As outlined above, Warm-Mix Asphalt production/construction will also result in a reduction in the consumption of fossil fuel. Research in Warm-Mix Asphalt applications indicates a 20 to 35 percent savings in “burner” fuel may be realized in the manufacturing of Warm-Mix Asphalt compared to traditional asphalt manufacturing techniques.² There is also a reported reduction in green-house gas emissions. Per the National Asphalt Pavement Association, “Reduced emissions through the use of [Warm-Mix Asphalt] is dependent on several factors ... Generally speaking, less fuel translates directly to lower emissions at the plant, since the largest part of gaseous emissions is the result of fuel combustion during the [asphalt] drying and heating process.”³ All efforts to reduce the use of crude oil, both large and small, have the cumulative impact of providing long-term economic benefit throughout the nation.
 - Minimizing or avoiding reductions in essential services: One of the essential municipal services most often impacted by a contracting economy is street maintenance (this includes street reconstruction). While delaying these types of projects provides an immediate benefit to the financial bottom line of a city, ultimately repairing or replacing the street will cost more. The investment of CDBG-R funds in these street projects will allow the City to provide an improvement in the City’s Low- and Moderate-Income area that will have a long-term impact on the neighborhood and may provide the opportunity for the City to redirect funds that would have possibly been allocated to this project to another project, thus further stimulating the local economy and providing an additional investment in the city’s/nation’s infrastructure.
 - Fostering energy independence: Asphalt (bitumen) is a crude oil product. When combined with aggregate materials, it becomes asphalt cement – the product most often referenced as “asphalt” and used for the construction of streets and roadways.

The manufacturing of Warm-Mix Asphalt allows for an increase amount of reclaimed asphalt pavement (i.e., recycled asphalt) to be used in the production of new asphalt cement thus boosting the conservation of petroleum-based materials. Additionally as outlined above, the National Asphalt Pavement Association has estimated Warm-Mix

² Warm-Mix Asphalt: Best Practices. National Asphalt Pavement Association, 2007. Page 27.

³ Ibid.

Asphalt can result in reduced energy usage during the production of asphalt of 20 to 35 percent. Finally, to the extent feasible, concrete rubble resulting from demolition of curbs, gutters and sidewalks will be kept on-site to be used as the base aggregate for the construction of new curbs. Keeping these materials on-site will reduce the number of trips trucks will have to make to haul materials from the construction site to the concrete factory where it will be recycled.

- (3) Jobs Created: (Report the number of full- and part-time jobs estimated to be created and retained by the activity (including permanent, construction, and temporary jobs)).

The City's Public Services staff estimates that approximately **25 full- and part-time jobs** will be retained as a result of the construction of both of these projects. (Projects will most likely be bid together in order to maximize the economies of scale.) Examples of jobs that will be needed to undertake these projects includes construction surveyors, excavation crews, haulers (materials from/to construction sites) and concrete crews. Not included in this estimate are jobs that may be created from the renting of equipment needed to carry out the project and jobs created by material suppliers. As previously stated, funding of CDBG-R admin may also result in the preservation of full- or part-time jobs; however, other City budget constraints make counting this job preservation effort impractical at this time.

- (4) Additional Activity Information: A description of how the activity will promote energy conservation, smart growth, green building technologies, or reduced pollution emissions, if applicable.

- Promote energy conservation: The potential reduction in energy savings that may be realized via the use of Warm-Mix Asphalt has been discussed above; nonetheless by way of summary, it is estimated that the use of this asphalt production technique will result in a reduction in energy consumption of 20 to 35 percent during the manufacturing of asphalt. Additionally, since some of the concrete rubble resulting from demolition will be used as a base for the construction of the new concrete curbs, additional energy savings may be realized by reducing the number of trips trucks will make from the project site to the concrete factory and/or landfill.
- Smart growth: Not applicable
- Green building technologies: The recycling of materials is a hallmark of green technology. Specifically for the proposed activities, to the greatest extent feasible, materials created from the demolition of sidewalks, curbs, gutters and roadway surfaces will be recycled on-site or at respective material production plants. Beyond recycling, the application of Warm-Mix Asphalt construction will result in a reduction in the use of fuel and a reduction in green-house gases emissions during the manufacturing of the asphalt - these production elements are also characteristics of green technology.

- Reduced pollution emissions: As previously stated, the National Asphalt Pavement Association has stated that Warm-Mix Asphalt results in reduced emissions of green-house gases. While this reduction depends on several factors, it is reasonable to assert that reducing the amount of fuel burned to produce the product is directly associated with a reduction in fumes put into the atmosphere by the factories producing this asphalt product. Additionally, since the application of Warm-Mix Asphalt is done at a lower temperature, less fumes are generated during the “laydown” process. A reduction in fumes provides a direct health benefit to workers and may also create a more comfortable work environment.
- (5) Responsible Organization: (Contact information for the organization that will implement the CDBG-R activity, including its name, location, and administrator contact information)

For CDBG-R Related Questions

Ms. Muriel Ullman
Neighborhood Improvement Manager
City of Costa Mesa
77 Fair Drive, Costa Mesa, CA 92628
Office: (714) 754-5167
Email: mullman@ci.costa-mesa.ca.us

For Street Rehabilitation Project Questions

Mr. Ernesto Munoz, City Engineer
Public Services Dept. City of Costa Mesa
77 Fair Drive
Cost Mesa CA 92628
Office: (714) 754-5173
Email: emunoz@ci.costa-mesa.ca.us

C. PUBLIC COMMENT

Provide a summary of public comments received to the proposed CDBG-R Substantial Amendment.

Note: A Proposed CDBG-R Substantial Amendment must be published via the usual methods and posted on the jurisdiction's website for no less than 7 calendar days for public comment.

Response:

Proof of publication and summary of comments were submitted with the City's original submission on June 5, 2009. Per HUD CPD Representative William Ward, no new public comments submission is required for this resubmission; however, a the revised CDBG-R Submission Template and Checklist has been posted on the City's webpage:

www.ci.costa-mesa.ca.us/departments/redevweb.htm

CDBG-R Substantial Amendment Grantee Checklist

For the purposes of expediting review, HUD asks that applicants submit the following checklist along with the CDBG-R Substantial Amendment, Spreadsheet for Reporting Proposed CDBG-R Activities, and SF-424.

Contents of a CDBG-R Action Plan Substantial Amendment

Jurisdiction(s): <u>City of Costa Mesa</u> Lead Agency: <u>Housing & Community Development Division, Office of the City Manager</u> Jurisdiction Web Address: www.ci.costa-mesa.ca.us (URL where CDBG-R Substantial Amendment materials are posted)	CDBG-R Contact Person: <u>Muriel Ullman</u> Address: <u>77 Fair Drive, Costa Mesa CA 92628</u> Telephone: <u>714-754-5167</u> Fax: <u>714-754-5330</u> Email: <u>mullman@ci.costa-mesa.ca.us</u>
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The elements in the substantial amendment required for the CDBG recovery funds are:

A. SPREADSHEET FOR REPORTING PROPOSED CDBG-R ACTIVITIES

Does the submission contain a paper copy of the Spreadsheet for Reporting Proposed CDBG-R Activities?

Yes No Verification found on page **13**

Does the submission include an electronic version of the Spreadsheet for Reporting Proposed CDBG-R Activities sent to the email box CDBG-R@hud.gov?

Yes No Date Spreadsheet was emailed: **Original Submission – 6/4/09**
Revised Submission – 6/23/09

Does the Spreadsheet for Reporting Proposed CDBG-R Activities include, for each activity:

- amount of funds budgeted for each activity, including CDBG-R funds, any additional Recovery Funds used and total activity budget,
Yes No Verification found on page(s) **13**
- the Eligibility citation (eligibility regulatory cite or HCDA cite),
Yes No Verification found on page(s) **13**
- the CDBG national objective citation,
Yes No Verification found on page(s) **13**

B. CDBG-R INFORMATION BY ACTIVITY

Does the submission contain information by activity describing how the grantee will use the funds, including:

- a narrative for each activity describing how CDBG-R funds will be used in a manner that maximizes job creation and economic benefit,
Yes No Verification found on page(s) **3 & 4**
- projected number of jobs created for each activity,
Yes No Verification found on page(s) **7**
- whether an activity will promote energy efficiency and conservation,
Yes No Verification found on page(s) **7**
- the name, location, and contact information for the entity that will carry out the activity,
Yes No Verification found on page(s) **8**
- evidence that no more than 10% of the grant amount will be spent on administration and planning,
Yes No Verification found on page (s) **4 & 13**
- evidence that no more than 15% of the grant amount will be spent on public services,
Yes No Verification found on page (s) **4**
- evidence that at least 70% of the grant amount will benefit persons of low and moderate income,
Yes No Verification found on page (s) **4**

C. PUBLIC COMMENT PERIOD

Was the proposed action plan amendment published via the jurisdiction’s usual methods and on the Internet for no less than 7 calendar days of public comment?

Yes No . Verification found on page(s) **9** (Note: this is a revised submission; City was advised by HUD-LA Field Office that a new comment period was not required.)

Is there a summary of citizen comments included in the final amendment?

Yes No Verification found on page(s) **9**

D. CERTIFICATIONS

The following certifications are complete and accurate:

- | | | |
|---|---|-----------------------------|
| (1) Affirmatively furthering fair housing | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| (2) Anti-displacement and relocation plan | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| (3) Drug-free Workplace | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| (4) Anti-lobbying | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| (5) Authority of jurisdiction | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| (6) Consistency with plan | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |

- | | | |
|--|---|--|
| (7) Section 3 | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| (8) Community development plan | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| (9) Following a plan | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| (10) Use of Funds | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| (11) Excessive Force | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| (12) Compliance with anti-discrimination laws | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| (13) Lead-based paint procedures | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| (14) Compliance with laws | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| (15) Compliance with ARRA | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| (16) Project selection | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| (17) Timeliness of infrastructure investments | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| (18) Buy American provision | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| (19) Appropriate use of funds for infrastructure investments | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| (20) 70% of CDBG-R for LMI | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| Optional Certification | | |
| (21) Urgent Need | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

D. STATE CERTIFICATIONS **NOT APPLICABLE**

The following certifications are complete and accurate:

- | | | |
|--|------------------------------|-----------------------------|
| (1) Affirmatively furthering fair housing | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| (2) Anti-displacement and relocation plan | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| (3) Drug-free Workplace | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| (4) Anti-lobbying | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| (5) Authority of State | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| (6) Consistency with plan | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| (7) Section 3 | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| (8) Community development plan | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| (9) Consultation with Local Governments | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| (10) Use of Funds | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| (11) Excessive Force | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| (12) Compliance with anti-discrimination laws | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| (13) Compliance with laws | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| (14) Compliance with ARRA | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| (15) Project selection | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| (16) Timeliness of infrastructure investments | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| (17) Buy American provision | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| (18) Appropriate use of funds for infrastructure investments | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| (19) 70% of CDBG-R for LMI | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Optional Certification | | |
| (20) Urgent Need | Yes <input type="checkbox"/> | No <input type="checkbox"/> |

CDBG-R
Activity Data Spreadsheet

Jurisdiction/Grantee Name: CITY OF COSTA MESA		CDBG-R Formula Grant Amount: \$366,409				Date: JUNE 22, 2009	
Activity Name	Activity Description	Eligibility (Regulatory or HCDA Citation)	National Objective Citation	CDBG-R Project Budget (\$)	Additional Recovery Funds (\$)	Other Leveraged Funding (\$)	Total Activity Budget
Knowell Place Roadway Rehabilitation	Reconstruction of roadway pavement, removal and reconstruction of deteriorated curb/gutter and sidewalk, reconstruction of ADA compliant ramps	570.201 (c)	570.208 (a)(1)	\$145,000	\$0	\$15,000	\$160,000
Ralcam Place Roadway Rehabilitation	Reconstruction of roadway pavement, removal and reconstruction of deteriorated curb/gutter and sidewalk, reconstruction of ADA compliant ramps	570.201 (c)	570.208 (a)(1)	\$185,000	\$0	\$15,000	\$200,000
CDBG-R Administration	Oversight and management of CDBG-R funding	570.206 (a)	570.208 (d)(4)	\$36,409	\$0	\$0	\$36,409