

City of Burlington / CDBG 2012 Application Form

Eligibility _____ National Objective _____ NRSA _____
(Office Use)

Project # _____
(Office Use)

Project Name: *Neighborhood Revitalization Strategy*

Project Location/Address: *Burlington's Renewal Community & Neighborhood Revitalization Target Area*

Organization: *Community and Economic Development Office (CEDO)*

Mailing Address: *Rm 32 – City Hall, 149 Church Street, Burlington Vermont*

Contact: *Kirsten Merriman Shapiro* Phone #: *865-7284* Title: *Special Projects Manager*

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I. CDBG Funding Request: **\$29,000**

II. Project Summary: Briefly describe the project or program to be funded with CDBG. (Please use a one or two sentence description – there is room in Section IV for more detail.)

The Neighborhood Revitalization Strategy was developed with the community to remove blight and encourage reinvestment by rebuilding the physical, social and economic infrastructure throughout the target Neighborhood Revitalization Strategy Area. Economic development in the target area will be supported by maximizing the benefits of the Downtown Program, the revitalization of the Moran Plant site, new transportation infrastructure projects downtown and on the waterfront along with historic preservation activities. These project activities will proactively prevent people from entering poverty or help them to move out of poverty with jobs, improve access to public transit and quality public facilities for people living in poverty and expand the local tax base. The project addresses the revitalization of critical city infrastructure and public facilities that will support the quality of life and economic development in the target area.

III. Description of Organization: Describe the capacity of your organization to successfully carry out the program activities. What is your mission, and how do the proposed activities fit with your mission?

The Community and Economic Development Office is a department of the City of Burlington. We work with the community to: foster economic vitality; preserve and enhance neighborhoods, quality of life and the environment; and promote equity and opportunity for all residents of Burlington. In support of its mission, CEDO works in partnership with citizens, the public and private sector, and other city departments to: strengthen the quality of life in Burlington's neighborhoods; preserve and develop decent, safe and affordable housing opportunities; maintain and improve the vitality of Downtown, the Pine Street area and neighborhood business districts; encourage a thriving small business sector; foster job growth and employment opportunities; increase civic engagement and citizen participation; support the delivery of human services; and revitalize Burlington's waterfront.

CEDO is funded through Federal and State grants, and through the Housing Trust Fund. CEDO has four divisions: Housing, Economic Development, **Community Development** and the Community Justice Center. In addition, CEDO has administrative and special projects staff. CEDO's Development staff works closely with other divisions on a variety of development activities throughout the City but principally focuses in downtown, the waterfront and in the Enterprise Zone in the South End. CEDO uses a variety of tools in supporting development. The City's Brownfield program, Tax Increment Financing, Renewal Community tax credits, the Burlington Community Development Corporation, the Downtown Program, and transportation funding are all utilized. Major redevelopment projects such as new housing, public facilities, offices, hotels, retail and industrial expansion are all supported.

The proposed Neighborhood Revitalization activities are a direct extension of CEDO's efforts to increase civic engagement and citizen participation, economic opportunities, revitalize neighborhoods, implement the Neighborhood Revitalization Strategy and build upon other City and regional planning efforts.

IV. Project Description:

a. Describe the specific activities to be carried out by your project with CDBG dollars and the accomplishments you plan to achieve. Please distinguish the total number to be served from the number of Burlington clients to be served & specific CDBG tasks.

Specific Service / Activity:	CDBG will pay for:	Unduplicated Total # of Households/ Persons to be Served in this Service / Activity:	Unduplicated Total # of Burlington Households/ Persons to be Served:	Outcome(s) to be Achieved:
Transportation infrastructure projects – waterfront, downtown, Marketplace	Local match for staff time, public outreach/participation consultants and construction; without CDBG support public outreach/participation/ local match would not happen	Unknown # of out-of-town visitors	39,815 (Citywide)	<ul style="list-style-type: none"> • 100 construction jobs • Improved public access in the downtown and waterfront • Business retention/assistance during construction to minimize economic loss • Downtown Plan(incl. waterfront)
Public Facilities (Moran Plant, War of 1812 burials and Scenic Byways and others as assigned)	<ul style="list-style-type: none"> • Project management for the redevelopment of the Moran Plant • Archeological resource management planning for North Street War of 1812 Burials • Coordination/planning /construction of Scenic Byways infrastructure to support economic development & heritage tourism • Local match for staff time, consultants and construction, along with public outreach 	Unknown # of out-of-town visitors	39,815 (Citywide)	<ul style="list-style-type: none"> • Redeveloped Moran Plant as a new public facility in accordance with public input, with an estimated 500 construction jobs, 44 permanent jobs (over 5 years) and \$150,000 in new tax dollars • Re-interment of 1812 remains in a new public facility, with increased access to local history along with heritage tourism infrastructure • Update Plan, signage, and other Scenic Byways improvements

Burlington's HUD-approved Neighborhood Revitalization Strategy focuses on the downtown, waterfront , Old North End, Riverside Ave. and Pine St. commercial corridors. Over 70% of the residents in the Neighborhood Revitalization Strategy Area (NRSA) are low and moderate income. The projects funded by this application focus on improving infrastructure, public facilities and businesses in the NRSA with maximum public input and participation.

Most of these long-term planning, larger transportation infrastructure and redevelopment projects take 3-7 years to go from the community planning processes, through engineering and design to assembling the necessary financing and finally to actual construction. CEDO staff funded through this project manage the process of public outreach and input; serve as the liaison between city departments, elected officials, commissions, state and federal entities, the public and all other stakeholders; locate and secure additional resources, leveraging millions of dollars of other public and private investment; and work with DPW & Parks to manage the construction process. Specific activities that will take the next two years and require critical community input and participation include the update of the Scenic Byway Plan, new Downtown Plan (includes the central part of the waterfront) and an archeology management plan for the War of 1812 resources.

b. If you plan to pay for staff with CDBG funding, describe what they do in relation to the specific service(s) / activity(ies) described above.

All staff that appear in the salary / benefits line items in your budget (Section XV) must be described below. Add rows if necessary.

Specific Service / Activity	Position / Title	Work Related to CDBG-Funded Activity	# of Hours per Week spent on this Specific Activity	% of Hours per Week spent on this Specific Activity to be paid with CDBG
Transportation Infrastructure Projects	Project Manager	Project outreach, public participation, planning, design, development, management, compliance, and implementation	Varies from week to week: avg. 15 hours	35 %
Public Facilities: Moran War of 1812; Scenic Byways and others as assigned)	Project Manager	Project outreach, public participation, planning, design, development, management, compliance, and implementation	Varies from week to week: avg. 25 hours	35 %

The remaining 30% of funding to cover these activities comes from other grant and local sources.

The activities funded in this application extend across all of CEDO's divisions; Economic, Community, Housing and Brownfields. This approach ensures that CEDO meets its goals in a collaborative, comprehensive and efficient way. These activities will immediately serve those in the NRSA and eventually the entire population of Burlington. This project will retain a focus on outreach and public participation in these planning and revitalization activities along with development and construction of other physical infrastructure projects that contribute to the economic opportunities in the Neighborhood Revitalization Strategy target area.

V. Beneficiary Information

a. For each service / activity you identified in Section IV, please project how the Burlington residents will break out into the following income categories.

Service / Activity:	Unduplicated Total # of Burlington Households / Persons to be Served:	# Extremely Low-Income	# Low-Income	# Moderate-Income	# Above Moderate-Income
Transportation infrastructure	39,815/ 15,841 households	18.8%	15.1%	22.2%	43.8%
Public Facilities	39,815/ 15,841 households	18.8%	15.1%	22.2%	43.8%

*All jobs created are counted as low mod because they are in the Neighborhood Revitalization Strategy Area.

b. Please provide a single unduplicated total beneficiary count below:

Unduplicated Total # of Burlington Households / Persons to be Served:	# Extremely Low-Income	# Low-Income	# Moderate-Income	# Above Moderate-Income
39,815/ 15,841 households	18.8%	15.1%	22.2%	43.8%

c. How will/do you document beneficiary income levels?

Beneficiary income levels are documented using the 2000 U.S. Census information. The Neighborhood Revitalization Strategy target area contains a composite low/mod percentage of low- and moderate-income residents of 71.1%. The business owner income will be determined at the time of assistance. All jobs created are counted as low mod because they are in the Neighborhood Revitalization Strategy Area.

VI. Problem Statement

a. What particular problem or need will this project address?

This project addresses the basic need of people living in poverty by providing jobs that will prevent them from entering poverty or help them move out of poverty by focusing on economic development based on infrastructure and public facilities construction. In addition, many of the NRSA projects are intended to promote the expansion of the tax base for the city, so the city can continue to provide the level of service expected with out seeking a general tax increase from citizens.

Burlington is the regional hub of Chittenden County (with a population of 146,571) for commerce, government, education, and health, legal, financial, cultural, recreational and social services. The downtown share of retail sales has suffered due to competition from suburban big box stores, and Burlington's share of county gross receipts is now running around 20%. Within Chittenden County, families living in poverty tend to be concentrated in Burlington. Forty-three percent of the county's impoverished families live in Burlington, although the City has only 20% of all families overall. Unemployment is lower in the city, the region and state than in the nation as a whole, however, it is higher than historic rates iWith the Nation's unemployment rates stuck at historically high levels, it is even more important to retain or even create decent paying jobs through local economic development projects. The greatest job growth in both Burlington and in the county overall has been in the services sector. Due to the down turn in the construction of new housing, it is even more crucial now to support/ retain these well- paying skilled jobs in the construction trades through investments in construction of public facilities and infrastructure.

These revitalization projects will help to stem the tide of disinvestment in the city's neighborhood commercial corridors, waterfront and downtown, support business retention and attraction, and increase resident access to goods and services. They will also create entry level jobs close to where the people live, helping to eliminate transportation as a barrier to work. Lastly, these projects will also create and retain permanent jobs along with a significant number of construction jobs.

b. How was this need identified?

Many years of planning (see section XII Consistency) have identified the following commercial corridors/areas in the Target Area, each offering different opportunities:

Downtown: The ability to enhance and maintain the vitality of Burlington's downtown is a core economic development strategy for the City. A strong and vital downtown with a mix of retail, cultural, office and housing development can generate substantial state and local tax revenues. Also, a strong and vital downtown enhances the "quality of life" for local residents. The planning for the Designated Downtown involved hundreds of people who live and/or work downtown along with business and civic leaders over the past nine years. This project will be involved in a multi-departmental three-year effort to develop a new Downtown Plan (includes the central part of the waterfront) that will require critical outreach to stakeholders in the community and ensure their participation.

Transportation: Additionally, hundreds of residents and businesses participated in the development of the city-wide Transportation Plan that led to the community planned transportation improvements on the waterfront and in the downtown. Additionally, each transportation project goes through its own public process to identify a preferred community approach.

Burlington's Waterfront: Adjacent to the City's downtown is one of the community's most important visual and recreational resources. It has been transformed from an industrial wasteland (with abundant remnants of past industrial uses, such as junkyards, auto body shops, coal plants and oil storage terminals, and more than 100 acres of land that could be characterized as blighted, neglected, underutilized, and/or inappropriately utilized). A priority for the City is to continue redevelopment of the waterfront as a mixed-use neighborhood accessible to all city residents for business, housing, and recreational needs. The City has undertaken a community planning approach to the Waterfront for the past

20 years; twice the voters approved the Waterfront Revitalization Plan. The need was reconfirmed in the planning for the College Street Access and Waterfront Access North transportation projects and the Moran Redevelopment project.

Moran Redevelopment Project: On March 4, 2008, 65% of Burlington voters supported the redevelopment of the Moran plant into an active recreational and education public facility through a unique public, non-profit and for-profit partnership for the people of Burlington. The revitalization of the historic Moran Plant and northern end of waterfront park would not only create significant construction jobs but also permanent jobs along with supporting many related businesses downtown and on the waterfront by making the waterfront more accessible and active year round. From 2005-2009, over 10,000 people participated in planning for the current redevelopment opportunity at the Moran Plant. In 2009, the NPAs were updated twice on the project and over 400 citizens attended an open house on site. In 2010 there were over two dozen public meetings where the community could ask questions and offer input on the Moran redevelopment project. The council created the Moran Blue Ribbon Committee to review and vet the complex funding for the Moran redevelopment project that does not raise individual property taxes to achieve. Also both the Moran and adjacent Waterfront north Projects completed extensive local, state and federal permitting required to construct both projects, coordinating with nine different processes.

If this CDBG application is not funded this level of public engagement and participation in these larger projects spanning multiple years would not happen. The CDBG funding is often the local match that allows CEDO to conduct this public participation that isn't covered by different departments or eligible under other funding sources.

c. Why is this a funding priority for Burlington?

These activities are a funding priority for Burlington because they:

- Create and support opportunities for economic independence or reduce barriers to quality employment
- Support basic human need of employment
- Capture local dollars and prevent them from "leaking out" of the community
- Attract new dollars to our community and increase the tax revenues received by the city to support general services
- Demonstrate cooperation/collaboration between agencies to maximize benefits
- Leverage resources: create "shovel ready" opportunities; encourage private investment; provide local match for other grants
- Involve community participation in the design and implementation of the projects

The City must continue to focus on economic development, increasing commercial/retail capacity, incentives for private reinvestment along with encouraging business and residents to take on greater leadership roles. The requested CDBG funds for staff and project costs are critical for the revitalization of the Moran Plant site and to provide a portion of the local matching funds to leverage both transportation and other various funding sources. The anticipated economic benefit to the City could far exceed new tax revenues with 500 construction jobs and 40-60 permanent jobs. It is estimated that the return on investment to the City is \$2.60 to each dollar invested.

vii. Program Goals: How will this project reduce the number of people living in poverty? Will it help people move out of poverty? Prevent people from entering poverty? Address basic needs of people living in poverty?

All the work of the Neighborhood Revitalization Strategy is directed at creating a downtown and waterfront that are inclusive and accessible to all people, including low/mod income people. The transportation improvement projects target more transit (bus) improvements, creation of easier pedestrian and bicycle access and better public facilities (i.e. restrooms, bus shelters). Once individual projects reach the point of construction they provide significant construction jobs. The City works with successful bidders to recruit among low-income workforce training programs (Recycle North, YouthBuild, Vermont Works for Women's Step Up Program, etc.) for these construction jobs.

Low income residents benefit from a healthy and vibrant local economy. All the work of the Neighborhood Revitalization Strategy is directed at creating this healthy and vibrant local economy in our downtown and waterfront that are inclusive and accessible to all people. These projects will have many outcomes that will occur in phases, the primary outcome is the creation of jobs (construction as well as permanent), particularly for low/moderate income residents of the target Neighborhood Revitalization Strategy area.

This project addresses the basic needs of people living in poverty by improving public amenities, upgrading transportation infrastructure, creating new public facilities, improving housing conditions, public safety and business development in these neighborhood commercial corridors. The revitalization and improvements to these areas will promote economic self-sufficiency through local business ownership, small business start-ups, retention and expansions along with providing jobs to local residents and improved access to goods and services. In addition to the long-term job creation and retention that will result from these projects, the predominately low and working class residents of the Old North End will be closer to entry level jobs alleviating some of their transportation burdens. By reinvesting in these corridors we are improving the quality of life and economic opportunities for thousands of low and moderate-income residents.

a. Are you targeting any specific disadvantaged population/group of people? If so, who are they? (i.e., people with disabilities, minorities, women with children living in poverty, people with limited English proficiency, at-risk youth, etc.)

This project creates opportunities for disadvantaged groups of people. It is located in an area where 89% of the elementary school children receive free or reduced price lunches. There are also people with disabilities, minorities, women with children living in poverty, people with limited English proficiency, and at-risk youth in the project area. Once individual projects reach the point of construction, they provide significant construction jobs. The City works with successful bidders to recruit among low-income workforce training programs (Recycle North, YouthBuild, Vermont Works for Women's Step Up Program, etc.) for these construction jobs. Any construction contractor for these projects will comply with the City's Livable Wage Ordinance, Davis-Bacon, the Disadvantaged Business Enterprise Program and an On-the-Job Training program. Also any construction project when completed will be ADA compliant. By addressing public amenities, transportation infrastructure, creation of public

facilities, housing conditions, public safety and business development in the target areas, this project is aimed at the highest concentration of people living in poverty.

VIII. Equal Opportunity/Accessibility:

a. How do you make sure your programs are accessible to all, inclusive and culturally appropriate?

The City has a long-standing equal opportunity personnel policy. The City has completed an equal opportunity workforce analysis, which it uses to shape ongoing hiring, retention and promotion efforts. The City continues to expand its recruitment and job posting sources to encourage continuing diversity in its workforce. CEDO advertises nationally for certain professional positions to increase the diversity of its recruitment pool. Many CEDO staff members have participated in diversity/racism trainings. CEDO staff will have a mandatory staff retreat scheduled for February 1 on cultural competency. We include an EO statement in our outreach materials. CEDO's offices are accessible. Program information is available in French, Vietnamese and Serbo-Croatian in hard copy and online (w/ a link to an online translation site for additional languages/information). We will arrange for interpretation services with advance notice and indicate that on our outreach materials.

b. Describe the diversity status of (i) your staff for this program and (ii) your Board. How does that compare with the diversity status of the clients of the program / project you're requesting funding for?

CEDO's current staff is around 10% non-white. Our gender balance skews towards female. We are diverse in religion, sexual orientation, gender identification, familial status, and socio-economic background as well as in other ways. We don't have a Board of Directors.

The activities of the Neighborhood Revitalization Strategy service the diversity of the entire city and visitors to our city.

c. Describe the diversity / cultural competency trainings that your staff and Board have participated in during the last year.

During the last year, individual CEDO staff members have participated in a cross-departmental Courageous Conversations About Race reading group, in divisional diversity readings and conversations, and in cultural competency trainings offered through the We All Belong program.

This year, CEDO has a Cultural Competency Team (with nine staff members) participating in the We All Belong program cultural competency trainings and peer group sessions. With a facilitator, all of CEDO will be participating in three retreat sessions this spring focused on internal organizational relationships and understanding how cultural competency relates to our work.

IX. Impact and Evaluation:

a. How do you define success? How do you measure it? How many of your beneficiaries achieve it?

The project is successful when we are able to complete the community planned transportation infrastructure improvements or renovation of public facilities and see the revitalization of the surrounding target area to the satisfaction of the community.

Near-term measurable economic benefits include creation of 350+ construction jobs over two years and 44 permanent FTEs over three years, and increase in tax revenues and business sales over the next five years. Additionally, remediation of 40,000 sq. ft. of public facility space and remediation of 5 acres will occur within three years. The project will address environmental justice concerns since the blighted and frequently vandalized site is located in a low-income neighborhood, across the street from a 40-unit affordable housing development.

Other major outcomes will include removal of environmental hazards, creation of new businesses, increase in publicly and privately owned property values, increase in business sales volume, green and Energy Star development, and incorporation of universal design. Additional outcomes include removal of blight, creation of a new public facility, a number of scholarships (for low/mod income people) and participants in the Sailing Center's Programs. For over a decade, the Sailing Center has made boating available for hundreds of people with physical and/or cognitive disabilities through its Adaptive Watersport Program.

Once these types of projects are complete they help to attract and retain businesses as well as generate more revenue for city services through an expanded tax base. They create what is known as a multiplier effect on the local economy, every \$1 spent on construction results in approximately another \$2.50 in other spin-off economic activity.

b. If this is an existing project:

What were your projected accomplishments for your most recent completed funding period or fiscal year?

Neighborhood Revitalization Strategy	Projected 2011	Actual 2011	Projected 2012
Public facilities	1	1	1
Construction Jobs	250	150	250
Street Improvements completed	100%	100%	50%
**Street improvements for access around City Hall Park & the Church Street Marketplace (addressing some blight)	100%	100%	NA
Access by residents to downtown from the Old North End	5,363 (72%low/mod)	5,363 (72%low/mod)	5,363 (72%low/mod)

* College Street Access construction was completed in 2011. The Waterfront Access North (WFN) project work creates approximately 100 construction jobs and \$8+ million in spin off economic activity, capturing local dollars and keeping them circulating in the community. The WFN project was delayed due the spring and Irene related flooding impacts on capacity at VTrans, USACE and VTDEC delaying project approvals.

** Street Improvement construction bid documents for St Paul between College and Main Streets and Church Street from Main to King Streets began in spring 2011 completed in December 2011.

1. What were your actual accomplishments for that period? If you did not meet projections, please explain (i) why and (ii) how you will overcome that issue in the future.

CEDO tracks the benchmarks above. CEDO has met or exceeded most of the CDBG benchmarks for this project for FY 2011. The estimated cost of these transportation improvements is \$6 million. CEDO is using Federal and State transportation funds in conjunction with CDBG funds to secure additional funding to implement new transportation infrastructure and public facilities projects. In 2010, this project's CDBG funds were leveraged at 91 to 1. In 2011 this project's CDBG funds were leveraged at 90 to 1. CEDO intends to leverage this year's requested funds for the projects. CDBG funding is crucial for leveraging other resources for local match and ensuring public participation in decision-making. Many grants that are applied for and received cannot be used for project outreach, management activities or required local match which is why CDBG dollars are so important.

X. Community Participation & Partners

a. How are the community and/or program participants involved in decision-making and in identifying the program need, design and/or evaluation?

The Burlington Waterfront Marketplace Downtown (WMD) Advisory Group, made up of residents, businesses and department heads, provides recommendations regarding City transportation projects in the Waterfront Marketplace Downtown area using "SAFTEA-LU" funds. These multi-modal transportation improvement projects address specific deficiencies and compliment the City's overall land use and development objectives. They ensure the incorporation of multiple stakeholders in the planning process and the desire to create practical recommendations that can be effectively implemented over time. The recommendations for comprehensive and coordinated roadway, transit, bicycle, pedestrian, and streetscape improvements are guided by the following principles:

- Burlington's Church Street Marketplace, Waterfront and Downtown will be economically strengthened through continued public improvements and private investments;
- The infrastructure improvements provided on the Waterfront will ensure safer pedestrian and vehicular access;
- The amenities of the Church Street Marketplace will be extended to other parts of the downtown and the waterfront;
- Consideration will be given to improvements that can be well maintained and managed.
- The infrastructure improvements will use environmental best practices and strive for sustainability.

The planning for the Designated Downtown involved hundreds of people who live and/or work downtown along with business and civic leaders over the past 9 years. This project will be involved in a multi-departmental, two-year effort to develop a new Downtown Plan that will require critical outreach to stakeholders in the community and ensure their participation. The Downtown Partnership will be rejuvenated.

The City has undertaken a community planning approach to the Waterfront for the past 20 years, twice the voters approved the Waterfront Revitalization Plan. CEDO guides these projects and ensures maximum appropriate community involvement throughout the duration of the project with residents and businesses along with other neighborhood leaders and any other stakeholders. The Moran Advisory Group (MAG) was appointed by the Mayor to provide advice on the feasibility study, public process and tenants for the redevelopment of the Moran Plant. Membership included: Members from the Waterfront Action Group/Burlington Business Association; Citizen members (including one from each Ward, and at-large members appointed by the Mayor) and City Council Parks Arts and Culture Committee as ex-officio members. This Project also supports the Moran Blue Ribbon Committee (citizens appointed by City Council) and the Skate Park Advisory Committee.

b. Who do you mainly work with (i.e., what partners) to get the outcomes you want for your clients?

These activities are a collaborative effort between CEDO, Public Works, Burlington Electric, Parks & Recreation, the City Arborist and the State Agency of Transportation (VTrans), Chittenden County Metropolitan Planning Organization (CCMPO) and the Regional Planning Commission (CCRPC). The Neighborhood Revitalization Strategy is a collaborative effort between all divisions of CEDO, private property owners, non-profit property owners, Burlington Police, the ONE Arts & Business Association, the Center for Community and Neighborhoods, the State Historic Preservation Officer, Burlington Business Association, the Downtown Partnership, the University of Vermont Consulting Archeology Program, the Vermont Downtown Program, residents and local businesses.

XI. Sustainability

a. How will this project have a long-term benefit to the City of Burlington?

The long-term benefits resulting from this investment in public infrastructure, facilities and community vitality will be felt by future generations. These benefits include:

- A safer, more efficient transportation system.
- Improved lighting, streets and sidewalks.
- Quality design and materials for the project, ensuring longevity and low maintenance.
- Upgraded infrastructure and utility services improving safety and reliability.
- Increased stewardship, private investment, community pride & an expanded tax base.
- Decreased crime with increased public safety and security.
- Reduced future repairs, expenditures and deterioration of the infrastructure or facilities.
- Decreased air, light and noise pollution.
- Improved access to jobs and services while providing for sustained economic development.
- Enhanced aesthetic appeal of the street & greater pedestrian use of the transportation corridor.
- Increased public use and enjoyment of the facilities.
- Neighborhood empowerment & engagement with leadership by residents & businesses.

b. If the project ends, will that benefit continue?

If the project ends and the construction of transportation infrastructure improvements and public facilities are completed, the benefits will continue. If the project ends prior to construction, the benefits are unlikely to occur.

c. If CDBG funding ends, will the project be sustainable (i.e., able to continue)?

If CDBG funding ends, the project will not be sustainable. There is not a more appropriate source of funds. Foundations, private donors and for-profit developers do not provide resources to civic engagement and community participation to develop and construct these types of improvements in conjunction with the community and according to the community's desires.

XII. Consistency

a. What Consolidated Plan objective does this project support?

Strategy: Enhance commercial infrastructure to increase business opportunities and the city's tax base

Objective EO-1.2: Support the development of 50,000 new sq. ft. and the retention/renovation of 150,000 sq. ft. of commercial space, the improvement of public infrastructure facilitating business development, and the collection of \$500,000 additional nonresidential property tax dollars over the next five years, with 1,750 associated construction jobs. Activities: Technical assistance, including assistance with the permitting process; Transportation projects and Commercial acquisition/rehabilitation.

Strategy: Improve public facilities and public infrastructure to foster livable neighborhoods and access to public amenities

Objective SL-3.1: Improve 10 public facilities over the next five years. Activities: Senior, youth and childcare centers; Parks and playgrounds and Community gardens.

Objective SL-3.2: Improve the public infrastructure serving 39,815 residents over the next five years. Activities: Street improvements to upgrade access to the waterfront and downtown.

b. What other City plans, if any, does this project support or complement?

These activities are consistent with the City's Municipal Development Plan, the City's Transportation Plan, Chittenden County's Regional Land Use and Transportation Plans, Old North End Enterprise Community Plan (1994-2004), Burlington's Renewal Community Plan, Waterfront Revitalization Plan, Burlington's Consolidated Plan and Neighborhood Revitalization Strategy. They support the City's Tree Planting Plan and compliment the Downtown Partnership Work Plan for the designated Downtown District, Legacy Plan & Open Space Plan.

XIII. Readiness to Proceed

a. Is the project ready to begin July 1, 2011 and be completed by June 30, 2012?

Yes. The transportation infrastructure and public facility improvements began planning and development or were underway in July of 2008. Some Neighborhood Revitalization Strategy activities will continue beyond June 30, 2012. Many of these projects take a minimum of 3 to seven years to complete from community planning to final construction.

b. If not, what are the expected start and completion dates? See above

c. Are there any other conditions that may affect your ability to begin or complete this project?

Lack of funds to provide the required staff resources and local match for federal and state funding sources could impact completion of these projects. These CDBG funds can be used for local match and will be critical to Burlington's ability to make this local match.

XIV. Financial Narrative

a. Why should CDBG resources, as opposed to other sources of funding, be used for this project?

This CDBG grant will help meet both the local match requirement and cover staff costs involved in bringing these transportation infrastructure improvement and public facility projects to fruition. Additionally, the capital funds are critical to be able to take action in a timely manner to leverage state or federal resources or even more importantly to leverage private investment in projects. If this project does not receive full funding, it would either mean a part-time or no staff position to advance the project activities unless the deficit were made up from the City's General Fund. A half-time staff position would not be effective for these projects given the complexity and scale of the activities. Lack of the capital funds will also hinder even the most basic advancement of the projects, particularly for the redevelopment of the Moran Plant and addressing the War of 1812 archeological resources. There is not a more appropriate source of funds. Foundations, private donors and for-profit developers do not provide resources to ensure community participation in developing and constructing these types of public improvements according to the community's desires.

b. Describe your use of community resources. For example, will your project be matched or leveraged with other funding sources or resources (such as volunteers) that don't appear in the budget summary below?

There are thousands of hours of community members' time participating in the planning and development of these community-based projects. CEDO will solicit Federal and State transportation funds to use in conjunction with CDBG funds to secure additional funding to implement new transportation infrastructure and public facilities projects. This year, CEDO supported the work of the following citizen volunteer groups: Moran Advisory Group, Skate Park Advisory Group & Moran Blue Ribbon Committee. In 2010, this project's CDBG funds were leveraged at 91 to 1. CEDO intends to leverage this years requested funds. In particular, CEDO will seek to leverage private investment in the public facilities.

c. Has your organization had any significant changes in funding levels over the last year? Describe.

There has been a steady decline in award amounts from our Federal and State funders. Declining revenue will seriously impact our ability to provide services

d. What percent of Agency funds are used for administration vs. program costs?

The percentage of agency funds used for general administration is 7.59%. Of this request, 100% of funds will be spent on direct program costs.

XV. Budget

a. Summary

	Project		Agency	
	Current	Projected	Current	Projected
CDBG	\$46,902	\$29,000*	\$812,155	\$628,388
State			\$711,601	\$629,101
Federal	\$780,000	\$600,000	\$2,668,559	\$2,092,593
Program Income			\$64,000	\$57,000
Other	\$3,450,000	\$3,530,000	\$990,852	\$934,900
Total	\$4,276,902	\$4,159,000 **	\$ 5,247,167	\$4,341,982

* Must match your CDBG request amount on Page 1.

** Must match in all three boxes on Pages 7 and 8.

b. Proposed Project Budget Sources

CDBG	\$29,000*
Other Federal – please specify funder and program (i.e., HUD – Emergency Shelter Grant, etc.)	
SAFETEA-LU/TIGER/TE – This is an estimate of the funding required for the some of the 2012 construction of transportation improvement projects. CEDO secured the \$3,150,000 TIGER grant, the \$200,000 Fisheries grant and worked with DPW to secure the \$100,000 TE grant. CEDO secured an \$80,000 CCMPO grant. CEDO is responsible for the development and planning of these projects and solicitations for funding along with coordination with residents and businesses during construction. DPW is responsible for the technical and financial management of the projects, since the bulk of the funding runs through their office in addition to the fact that once completed these are DPW or Parks facilities. CEDO works in cooperation with Public Works and Parks on these projects. This funding is accounted for in the Public Works and Parks budgets as they are responsible for the oversight of final construction of transportation infrastructure and Parks facility improvements.	\$3,530,000
HUD – Special Purpose Grant (BEDI) for Moran construction costs	\$600,000
TOTAL	\$4,159,000**

c. Proposed Budget Uses: Please be sure that all funding uses (including staff) that appear in Section IV also appear here.

Line Item	CDBG	Other	Total
Full-time CEDO Staff Person	\$19,400	\$35,900	\$55,300
CEDO Staff Person Fringe	\$9,600	\$18,000	\$27,600
Construction: Planning & Preliminary Engineering and Construction activities	\$0.00	\$4,159,000	\$4,159,000
TOTAL	\$29,000*	\$4,212,900	\$4,241,900**

In recognition of the decrease in CDBG funding and the many important activities that are conducted and funded in part by CDBG, this project has eliminated any request for direct CDBG funding for any activities beyond staff costs. The project staff will continue to aggressively pursue all other possible funding opportunities to support carrying out these activities. These activities include community organizing (activities & event), support to various citizen advisory groups, travel and training expenses along with construction related activities.

* Must match your CDBG request amount on Page 1.

** Must match in all three boxes on Pages 7 and 8.