Compressed Natural Gas Station
City of Hamilton and Partners

City of Hamilton
State of Ohio – Ohio Department of Development
Local Government Innovation Fund
Grant Application – March 1, 2012
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Section I. Contact Information

Municipality Contact Information:
City of Hamilton, OHIO
345 High Street
Hamilton, Ohio 45011
513.785.7018
513.785.7067 (fax)
seppia@hamilton-oh.gov
Butler County
2010 Population Data - City of Hamilton: 62,477

Individual Contact:
Antony Seppi
Business Development Specialist
513-785-7018
Section II. Collaborative Partners

Butler County Regional Transit Authority
3045 Moser Court
Hamilton, Ohio 45011
Ms. Carla Lakatos - lakatoscl@butlercountyrt.com
513-785-5237
http://www.butlercountyrta.com/
Serves Butler County – Butler County Population: 368,130

Hamilton City School District
533 Dayton Street
Hamilton, Ohio 45011
Ms. Janet Baker - Janet_Baker@fc.hamilton-city.k12.oh.us
513-887-5000
513-887-5014 (fax)
http://www.hamiltoncityschools.com/
Hamilton City School District – Hamilton City Population: 62,477

This is a coproduction project, involving the design/construction of a new compressed natural gas station to be used by the City of Hamilton and the partners listed above. We have approached potential community partners that have large automotive or bus fleets. At this point, we are strategically partnered (non-binding, letter of intent partnership included in the supporting document section) with the two organizations above to move forward with our compressed natural gas initiative. These organizations are willing to investigate the business case for natural gas, and have currently signed non-binding partnership agreements. With the City of Hamilton being the utility provider (electric, gas, water) throughout the City, there is the flexibility to locate multiple stations throughout the City in locations that make sense for our partners. Or, of course they can use the facility that we are proposing in this application.

As time goes on there is the potential to involve other local partners as our compressed natural gas bandwidth expands.
Section III. Project Information

Section 3.01 Project Name

Design and Construction of Compressed Natural Gas Filling Station – Coproduction Project

Section 3.02 Project Description

As the cost of traditional fueling methods increase, the impact on the City budget in regards to fueling these fleets is becoming increasingly problematic. In response to this problem, the City of Hamilton is moving forward with plans to fuel its fleet with compressed natural gas vehicles. At the moment the City owns four (4) natural gas vehicles that are utilizing two slow-fill pumps. The City is developing plans to expand its fleet and service, and in September of 2011 a resolution was passed to develop a full service compressed natural gas filling station that will increase the speed and service in fueling its natural gas fleet. With the City of Hamilton being the utility provider in the area (electric, gas, water), there is even more of an impetus to move forward, particularly with other communities and organizations that are looking for more sustainable means of powering their fleets. In fact, we are only one of two entities in the entire Southwestern Ohio region that is currently providing compressed natural gas vehicle filling stations and vehicles. This is an opportunity to share our efficiencies (i.e. taxpayer savings), plus generate additional revenue.

The proposed compressed natural gas filling station shall be an unattended, self serve, commercial, fast-fill facility. The firm will design and construct the Station beginning at the outlet of the meter which will be provided by the City. The pressure at the meter will be approximately 30 psig and the design fill pressure shall be 3600 psig, temperature compensated. The Station shall be designed to support up to 8 vehicles and a Preliminary Site Layout is attached.

The compressors, dryer, storage and major Station equipment shall be sized to meet the proposed fueling requirements. Capability to accommodate increased future fueling requirements is also desired. For redundancy, the Station shall have multiple compressor units mounted on a common skid. The compressors shall be sized in conjunction with storage to maximize compressor performance and efficiency.

We are applying for the Local Government Innovation Grant to assist in the planning and design of the Compressed Natural Gas Filling Station for the City of Hamilton and our strategic partners. This is an innovative coproduction project that will prepare and protect that City against continually rising gas prices, while allowing adjacent communities and entities to share in our innovation.
Subsequently this will lead to taxpayer savings (decreased spend on fueling) while generating revenue for the City.

Section 3.03  Problem Statement

As the cost of traditional fueling methods increase, the impact on the City budget in regards to fueling these fleets is becoming increasingly problematic. In response to this problem, the City of Hamilton is moving forward with plans to fuel its fleet with compressed natural gas vehicles. This is a coproduction project that promotes efficiency and cost reduction, particularly in the face of rapidly rising traditional fueling methods. In addition we intend to make these facilities available to our strategic partners, which allows them to share in the overall cost reduction of powering their fleets. We view this as a way to promote efficiencies throughout Southwestern Ohio, plus a way to generate revenue by sharing these facilities with community and regional partners.

In terms of total spend on traditional fueling methods, the 2011 total spend on fueling accounted for approximately .30% of the total City budget. We can reduce this total spend by moving to compressed natural gas model. If extrapolated out to surrounding entities this savings can be even greater – this cost savings is illustrated in the cost savings section of this document.

<table>
<thead>
<tr>
<th>Total City Budget:</th>
<th>$286,522,615.91</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel Spend:</td>
<td>$866,198.93</td>
</tr>
</tbody>
</table>

Section 3.04  Anticipated Return on Investment

The Cumulative Cash Flow model is based on the VICE model developed by the National Renewable Energy Laboratory for a business case on Compressed Natural Gas in Municipal Fleets (2010). The model was developed to evaluate the cost savings and return on investment to a municipal fleet if using compressed natural gas as a fuel for the fleet and with the installation of a fueling station.

The graph below illustrates the cumulative cash flow over a 20 year period for a municipal with a fleet of 40 vehicles. This assumes that the fleet of vehicles is a total of 40 for the first year of the project. The City of Hamilton and its partners will not have 40 vehicles during the first year of the project, but will have that amount at the end of the third year of the project. Taking that into consideration the payback period is approximately seven years.

The number of vehicles projected to be purchased or converted in the first 3-years of the project:
Year 1 – 14 vehicles
  • 8 City fleet vehicles
  • 5 Hamilton City School Buses
  • 1 Butler County Regional Transit Authority vehicle

Year 2 – 13 additional vehicles
  • 8 City fleet vehicles
  • 5 Hamilton City School Buses

Year 3 – 13 additional vehicles
  • 8 City fleet vehicles
  • 5 Hamilton City School Buses

Total vehicles after 3 years – 40

Cash Flow projections (20 year period) and 40 vehicles – This is assuming that 40 vehicles were purchased in the first year.
Section 3.05 Probability of Proposal Success

There is a 99.9% probability of success for this project. This is a fully funded project that is budgeted for 2012-2014. In fact, the City has solicited bids through a formal “Request for Qualifications” (RFQ) process. This RFQ is for the purpose of selecting a design firm and build services for the natural gas filling station project. This is not a “vaporware” project.

Section 3.06 Scalability

This project is scalable to the point that other entities want to be involved. Initially we are accommodating 4 of our own vehicles, with an anticipated 4 more being added to the fleet over the next year. The initial filling station will have the capacity to accommodate up to 8 vehicles. This fueling supply will be more than enough for the initial rollout. If station demand does exceed supply, the City has the luxury (with it being the utility provider in the area) to bring more natural gas stations and pumps online.

Section 3.07 Past and Ongoing Success in Energy Projects

Meldahl Hydroelectric Project

The City of Hamilton, Ohio, and its partner, American Municipal Power, Inc. (AMP), together hold a license recently issued by the Federal Energy Regulatory Commission. This partnership solidifies an agreement to develop a new, renewable energy, hydroelectric generating facility, called the Meldahl Hydroelectric Project, on the Ohio River at Foster, Kentucky, near Augusta, approximately 40 miles east of Cincinnati. The Meldahl Project includes a 105 megawatt run-of-the-river hydroelectric plant now under construction at the Captain Anthony B. Meldahl Dam and Locks operated by the U.S. Army Corps of Engineers. At a construction cost of $504+ million, the hydroelectric turbine powerhouse is being built on the Kentucky side of the river because the locks, used by river traffic, are situated on the Ohio side. The Meldahl Project’s proposed 138 kV transmission line will carry its electricity to the national electric grid by crossing the Ohio River and running 2.2 miles to an existing PJM Interconnect in Clermont County.

The Meldahl Project represents a significant economic development investment and will provide a new source of clean, no emission electric generation. Hydroelectric plant construction will peak with more than 400 construction
workers representing a variety of construction trades. With the recent completion of the excavation for the powerhouse, Hamilton and AMP turned the Meldahl Project site over to Alberici/Baker Joint Venture to construct the powerhouse. The Baker part of that joint venture is the locally well known company, Baker Concrete Construction, headquartered in Butler County for which the City of Hamilton is county seat.

Hamilton owns and operates its own municipal electric system providing electricity to 29,000 residential, commercial and industrial customers and is a founding member of its AMP partner. AMP, a non-profit corporation, serves as a joint action agency for a consortium of electric generating or distributing cities located in Ohio and several other states. In addition to Hamilton, approximately 47 other cities through membership in AMP are participating in the Meldahl Project. Upon commercial operation, scheduled for 2014, Hamilton’s entitlement is 51.4% of the Meldahl Project’s electric output, with other AMP member communities being entitled to 48.6%.

Transmission Line and Substation Project

On Nov. 28th 2011, the Ohio Power Siting Board (OPSB) authorized the city of Hamilton and American Municipal Power (AMP) to construct a 2.2-mile long 138-kilovolt (kV) electric transmission line in Clermont County. The new transmission line will connect the 105-megawatt Meldahl hydroelectric facility that is under construction in Bracken County, Kentucky to the existing 345-kV Zimmer-Spurlock transmission line in Ohio.

The Meldahl transmission line will provide southwest Ohio with additional low-cost power from a renewable resource and enhance service reliability for the region’s municipal electric customers. The project will include a supporting substation where the new line interconnects with the Zimmer-Spurlock line. AMP and Hamilton plan to begin construction in 2012 and enter the line and substation into service by June 2013.

Section 3.08   Improved Business Environment and Community Attraction

The transition to a compressed natural gas fleet has many advantages in promoting a business friendly environment and community attraction.

First, the advantages of natural gas in promoting a business friendly environment include:

- **Innovation** – Forward thought and innovative nature of the local government – we are open for business;
• **Recruiting** – Opportunity for local government to provide cost-savings to expanding or new businesses – recruiting tool for the entire Southwest Ohio Region;

• **Competitive Advantage** – Provides a competitive advantage for those companies/entities considering the City as a place of business; and

• **Economics** - Cost-savings that can be passed onto our customers – i.e. taxpayer savings. Our customers include city residents and businesses located within the City.

• **Revenue Stream** – as more fleets look at the transition to compressed natural gas, we are prepared to meet this demand and generate revenue by being one of the few providers in the Southwestern Ohio region.

Secondly, the community attraction components cannot be underestimated. They include:

• **Environmental** – Clean fuels equal better health and environment

• **Innovation** -- Cutting edge alternative fueling technology

• **Cost Savings** - Less tax spend on fueling opens up possibilities for other programs
Section IV.  Financial Documentation

Section 4.01  Overall City Finances

In an effort to reduce paper waste, the following link will provide financial reporting requirements for the City of Hamilton. The Comprehensive Annual Financial Reports for 2008-2010 are below.

CAFR 2010

CAFR 2009

CAFR 2008

Section 4.02  Utility (Electric, Gas, Water) Finances

With the City of Hamilton being the Utility provider for the City’s residents and businesses, financial reports are available for the Electric, Gas, Water, and Wastewater.

The Utilities Department of the City will be funding the Natural Gas Filling Station project.

Electric System

2009-2010

2008-2009

2007-2008

Gas

2009-2010
**Section 4.03 Anticipated Project Costs and Funds Requested**

The approximate cost of bringing this compressed natural gas station online is between $500,000 and 1 million dollars. We are requesting $100,000 in grant dollars for the design plan and ultimate construction of the facility. The breakdown is as follows:

- $100k for the City of Hamilton - Applicant
  - BCRTA – Collaborative Partner
  - Hamilton City Schools – Collaborative Partner

The Local Government Innovation Funds would be in the form of a grant to facilitate the design plan and ultimate construction of the facility.
$500,000 (highlighted below) has already been budgeted (FY 2012 Budget) by the City of Hamilton towards this project, which represents at least 50% - 100% of the approximate projected total cost, and 100% match by the single grant applicant. Another $500,000 has been budgeted to the FY2013 budget. The grant that we are requesting as the primary applicant would be a portion (10% of the high end project cost) of the projected total cost.

### Section 4.04 Anticipated Cost Savings

Below is an analysis of the projected cost savings that will accrue from a conversion to compressed natural gas vehicles and the coming online of our station. This analysis is based on 2011 consumption of gas from the traditional pumps (unleaded and diesel) at the City of Hamilton Municipal garage. The highlighted vehicles represent the natural gas vehicles that we currently own.
Of course there will be additional cost savings that our partners will reap based on their current consumption of unleaded and diesel fuel. These projected savings will only increase the more that gas/diesel prices continue to rise.

“Business Case for Compressed Natural Gas in Municipal Fleets”
http://www.afdc.energy.gov/afdc/pdfs/47919.pdf
Section V. Supporting Documentation

AN ORDINANCE APPROPRIATING THE FEE SIMPLE INTEREST IN 3.043 ACRES, MORE OR LESS, OF REAL PROPERTY LOCATED AT 2220 SOUTH ERIE BOULEVARD WITHIN THE CITY OF HAMILTON, OHIO, FOR THE PUBLIC PURPOSES OF CONSTRUCTION OF A NATURAL GAS FUELING STATION AND A PARKING LOT AT THE MUNICIPAL GARAGE.

WHEREAS, the Administration of the City of Hamilton, Ohio (the "City") has determined that it is necessary to construct a natural gas fueling station and a parking lot for City employees on property located at 2220 South Erie Boulevard, within the City of Hamilton, Butler County, Ohio, for the public purpose of providing a compressed natural gas fueling station for City maintained vehicles converted to natural gas and for parking for employees and visitors; and

WHEREAS, compressed natural gas is a benefit to the public and to the City since it costs less and is safer to use than gasoline and diesel, it reduces the emission of harmful pollutants and it has lower environmental hazards than other fuels; and

WHEREAS, pursuant to Resolution No. R2011-6-20, adopted June 8, 2011, Council declared the City of Hamilton’s intent to exercise its eminent domain powers to appropriate approximately 3.043 acres of land owned by Hamilton Plaza, LLC, Nashville Hamilton LLC and Hamilton Zar, LLC (collectively, the "Owners") and the 250-meter radius area as the best location for the compressed natural gas fueling station since the majority of the City’s vehicles are stored at the Municipal Garage and the Municipal Garage is located near the property and it is located in a highly traveled area; and

WHEREAS, City Administration began negotiations with the Owners in order to acquire the fee simple interest in the property for the public purposes of construction of a compressed natural gas fueling station and parking lot which will result in improved natural gas fuel service and parking for the inhabitants of the City; and

WHEREAS, City Administration has been unable to arrive at an agreement with the Owners to acquire title to the property and, having received an increase in those negotiations, determined it is now appropriate to go forward with the appropriation of said property for the above described public purposes; and

WHEREAS, pursuant to Article X, Section 16 of the Charter of the City of Hamilton, Council wishes to exercise its authority to appropriate the fee simple interest in the aforesaid real estate for the purposes of improving and maintaining the natural gas fuel service with the municipality and expanding the parking at the Municipal Garage;

WHEREAS, the City’s Director of Finance has caused written notice of the passage of said ordinance to be given to the owners, lessors in possession thereof or having an interest of record in the above described real estate; and

WHEREAS, representatives of the City of Hamilton and the owners of interest have been unable to reach agreements to obtain the fee simple interest in said property and therefore Council desires to proceed with formal appropriation of said real property through the adoption of an ordinance authorizing the Director of Law to file a complaint for appropriation in Butler County Common Pleas Court in the manner provided by law for the service and return of summons in civil actions; and

WHEREAS, the subject matter herein constitutes an emergency measure in that it provides for the preservation of the public peace, property, health and safety of the citizens of the City for the public purposes of the construction of substantial public improvements including an extension of a compressed natural gas fueling station and a parking lot for City employees and visitors, in order to improve and maintain natural gas fuel service to the municipality and increase parking;

NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Hamilton, Ohio:

SECTION I: That the fee simple interest in the approximately 3.043 acres of land owned by Hamilton Plaza, LLC, Nashville Hamilton LLC and Hamilton Zar, LLC, as more fully described in Exhibit No. 1 attached hereto, incorporated herein by reference and made a part hereof, be and the same hereby appropriated for the public purposes as set forth in the preamble hereof.

SECTION II: That the Council of the City of Hamilton, Ohio, hereby finds that the City has been unable to reach agreement with the owners of the real estate to secure the fee simple interest based upon the City’s appraisal of the value of the same, and that the City intends to acquire such interest which is necessary for the aforesaid purposes.

SECTION III: That the Director of Law be and is hereby authorized and directed to file a complaint for appropriation of the aforesaid real property in Butler County Common Pleas Court in the manner provided by law.

SECTION IV: That this ordinance in being declared to be an emergency measure for the reasons set forth in the preamble hereof and shall take effect and be in full force from and after its passage.

PASSED: 9/14/2011

Effective Date: Immediately

ATTEST: 

City Clerk

Figure 1 - Ordinance for Natural Gas Station - Passed September 2011
Emergency Ordinance No. 2021-9-159 (cont'd)

CERTIFICATE

I, Adam Heims, City Clerk of the City of Hamilton, Ohio, State of Ohio, hereby certify that the foregoing Emergency Ordinance No. 2021-9-159 (cont'd) was duly published as provided by Section 133.05 of the Codified Ordinances of the City of Hamilton, Ohio, by posting ten days after passage, a copy thereof in each fire station within the city for a period of ten days. POSTED: __________

Adam Heims, City Clerk
CITY OF HAMILTON, OHIO

Exhibit No. 1

Pt. Lot #23684

Situated in the Sixth Ward, North Side, City of Hamilton, Butler County, Ohio and being a 3.043 acre tract of land in part of Lot #23654 as shown and designated on the plat of lots as said City of Hamilton and as conveyed to Hamilton Flats, LLC, Hamilton Flats, LLC, and Hamilton Ztr, LLC, in Official Record 7683, Page 879 of the Butler County Ohio Recorder's Office and being more particularly described as follows:

Beginning at a found "T" iron pin with cross notch at the southwest corner of said Lot #23654, said point being the southeast corner of Lot #23194 as conveyed to the City of Hamilton in Official Record 8015, Page 1653 and also being the northwest corner of Lot #246 as known and designated on the plat of lots in Fairfield Township as conveyed to Hamilton Ztr, LLC, and Hamilton Ztr, LLC, in Official Record 7683, Page 879 of the Butler County Ohio Recorder's Office, and being the True Point of Beginning;

thence, from said True Point of Beginning, along the easterly line of said Lot #23654 and the westerly line of said Lot #248, South 65° 43' 06" West, 142.04 feet to a set 5/8" iron pin;

thence, leaving said easterly line of said Lot #23654 and the westerly line of said Lot #248, along a new division line, South 65° 43' 06" West, 312.25 feet to a set map spike;

thence, continuing with said new division line, North 85° 34' 27" West, 300.15 feet to a set map spike on the south line of said Lot #23654 and said point being on the northerly line of Lot #23655;

thence, along the northerly line of said Lot #23655, North 8° 35' 13" West, 50.93 feet to a set map spike on the easterly right of way line of Dixie Highway (S.R. 84);

thence, leaving said northerly line of said Lot #23655, along said easterly right of way line of Dixie Highway (S.R. 84), North 60° 11' 14" West, passing a found railroad spike at 108.75 feet, 2,193.31 feet to a found "T" iron pin (removed hereon) on the northerly line of said Lot #23654;

thence, leaving said easterly right of way line of Dixie Highway (S.R. 84), along the southerly line of said Lot #2364, South 85° 35' 13" East, 715.26 feet to the True Point of Beginning containing 3.043 acres of land more or less, and being subject to all legal highways, easements, restrictions and agreements of record.

The above description was prepared by Mayor Becker, Brian R. Johnson, Registered Surveyor #8484 in the State of Ohio, January 10, 2011.

Basis of Bearings: State plane coordinates Ohio South Zone NAD 83.
The Plats of which is recorded in Volume 62, Page 172, of the Butler County Engineer's Record of Land Surveys.

Pt. Lot #23654

Ingress/Egress Easement

Situated in the Sixth Ward, North Side, City of Hamilton, Butler County, Ohio and being an Ingress/Egress Easement in part of Lot #23654 as shown and designated on the plat of lots as said City of Hamilton and being more particularly described as follows:

Beginning at a found "T" iron pin with cross notch at the southwest corner of said Lot #23654, said point also being the southeast corner of Lot #246 as known and designated on the plat of lots in Fairfield Township as conveyed to Hamilton Ztr, LLC, and Hamilton Ztr, LLC, in Official Record 7683, Page 879 of the Butler County Ohio Recorder's Office, and being the True Point of Beginning;

thence, from the True Point of Beginning thus found, continuing along said easterly line of said Lot #23654 and the westerly line of said Lot #248, South 65° 43' 06" West, 53.89.
Emergency Ordinance No. 2011-9-24 (cont'd)

thence, leaving said easterly line of said Lot #23884 and the westerly line of said Lot #648, South 80°22'26" West, 312.25 feet;
thence, North 60°22'57" West, 200.15 feet to a point on the northerly line of Lot #23885 as conveyed to Hamilton Plaza, LLC., and Hamilton Zer, LLC., in Official Record 7803, Page 979;
thence, along said northerly line of said Lot #23885, North 83°58'18" West, 56.93 feet to a found iron spike on the easterly right of way line of Route Highway (SR #44);
thence, leaving said northerly line of said Lot #23885, along said easterly right of way line, North 87°11'47" West, 20.54 feet;
thence, leaving said easterly right of way line, South 63°15'19" East, 63.20 feet;
thence, South 89°25'57" East, 268.29 feet;
thence, North 60°22'26" East, 246.02 feet;
thence, North 09°17'59" East, 39.62 feet;
thence, South 89°01'38" East, 68.09 feet to the True Point of Beginning.

The above description was prepared by Bayer Becker, Brian R. Johnson, Registered Surveyor #4644 in the State of Ohio, January 19, 2011.
The Plat of which is recorded in Volume 52, Page 172, of the Butler County Engineer's Record of Land Survey.
February 17, 2012

Janet Baker, Superintendent
Hamilton City School District
533 Dayton Street
Hamilton, OH 45011

RE: Non-Binding Letter of Intent for Local Government Innovation Fund (LGIF) Partnership

Dear Ms. Baker:

As the City of Hamilton moves forward with alternative energy solutions, specifically the implementation of compressed natural gas facilities, we are eager to share our infrastructure with surrounding communities and other local parties. After all, our facility is only one of two facilities in the Southwestern Ohio region. There are tremendous cost savings to be had and the pooling of these resources can benefit all parties involved. That is why we are enthusiastic about a strategic partnership with the Hamilton City School District for the State of Ohio Local Government Innovation Fund (LGIF).

Consistent with discussions between the Hamilton City School District and the City of Hamilton, the City would like to enter into a non-binding relationship with the Hamilton City School District to consider the cost savings that compressed natural gas can provide, specifically by sapping into the existing infrastructure that the City of Hamilton has to offer. At this point we are only asking for strategic partnering on this project and we are seeking State of Ohio LGIF funds to aid in the construction and design of our planned compressed natural gas fueling station.

The City is excited to commence a successful alternative energy program that will allow the City and other interested parties to promptly begin sharing services to capture the cost savings. We feel that with our fueling station coming online in 2013-2014, we have an opportunity to move Southwestern Ohio to the forefront in terms of alternative energy production. The City is looking forward to partnering with the School District on the development and implementation of this important alternative energy program.

If a mutual agreement can’t be reached on the future usage of our facility, either party may withdraw from this process without penalty.

We look forward to working with Hamilton City Schools on collaborating for a cleaner, more fuel efficient region.

Sincerely,

[Signature]

John A. Smith
City Manager

Acknowledged and Accepted by the Hamilton City School District

[Signature]
Ms. Janet Baker, Superintendent

February 18, 2012

Figure 2 - Signed Partnership Agreement - Hamilton City Schools
Carla L. Lakatos, Executive Director
Butler County Regional Transit Authority
3045 Moser Court
Hamilton, OH 45011

February 22, 2012

RE: Non-Binding Letter of Intent for Local Government Innovation Fund (LGIF) Partnership

Dear Ms. Lakatos:

As the City of Hamilton moves forward with alternative energy solutions, specifically the implementation of compressed natural gas facilities, we are eager to share our infrastructure with surrounding communities and other local parties. After all, our facility is only one of two facilities in the Southwestern Ohio region. There are tremendous cost savings to be had and the pooling of these resources can benefit all parties involved. That is why we are enthusiastic about a strategic partnership with the Butler County Regional Transit Authority for the State of Ohio Local Government Innovation Fund (LGIF).

Consistent with discussions between the Butler County Regional Transit Authority and the City of Hamilton, the City would like to enter into a non-binding relationship with the Butler County Regional Transit Authority to consider the cost savings that compressed natural gas can provide, specifically by tapping into the existing infrastructure that the City of Hamilton has to offer. At this point we are only asking for strategic partnering on this project and we are seeking State of Ohio LGIF funds to aid in the construction and design of our planned compressed natural gas fueling station.

The City is excited to commence a successful alternative energy program that will allow the City and other interested parties to promptly begin sharing services to capture the cost savings. We feel that with our fueling station coming online in 2013-2014, we have an opportunity to move the Southwestern Ohio to the forefront in terms of alternative energy production. The City is looking forward to partnering with BCRTA on the development and implementation of this important alternative energy program.

If a mutual agreement can't be reached on the future usage of our facility, either party may withdraw from this process without penalty.

We look forward to working with Butler County Regional Transit Authority on collaborating for a cleaner, more fuel efficient region.

Sincerely,

[Signature]
Joshua A. Smith
City Manager

Acknowledged and Accepted by the Butler County Regional Transit Authority

[Signature]
Carla L. Lakatos, Executive Director

2/29/2012

Figure 3 - Signed Partnership Agreement - BCRTA
Resolution No. 12-09-01: Authorizing the BCRTA Executive Director to Execute a Partnership Agreement in Support of the City of Hamilton's Local Government Innovation Fund (LGIF) Application for the Design of a Local CNG Facility.

Whereas, the Ohio Department of Development is soliciting applications for grant and loan funding through its Local Government Innovation Fund (LGIF) program; and

Whereas, the Grant Program requires projects that promote efficiency, shared services, coproduction, and mergers among local governments; and

Whereas, the City of Hamilton intends to apply for grant funding to assist in designing a local CNG full service station targeted for 2013-2014; and

Whereas, the City of Hamilton has identified BCRTA as a key collaborative partner in advancing sustainable, alternative fuel solutions for publicly funded vehicle fleets; and

Whereas, participation in the project is consistent with BCRTA Board adopted mission of supporting Butler County's quality of life and economic development through public transportation solutions; and

Whereas, participation in the project offers opportunities to advance BCRTA Board strategies of strengthening image in the local community, exploring collaborative regional initiatives, and identifying regional leadership opportunities.

Now therefore be it resolved by the Board of Trustees of the BCRTA:

That the Board of Trustees hereby authorizes the BCRTA Executive Director to commit the BCRTA as a collaborative partner in the City of Hamilton CNG project, and execute a partnership agreement that identifies the terms of project participation. Furthermore, the Board of Trustees authorizes the Executive Director to commit up to $3,009 as "in-kind" match for the grant program that represents staff time and travel costs associated with project participation, and do all things necessary to enact the terms of the agreement and this resolution.

Approved: February 15, 2012

BCRTA, Board President

BCRTA, Executive Director

Figure 4 - BCRTA Resolution for Establishing Partnership
Figure 5 - Existing CNG Stations (2) in Southwest Ohio
Figure 6 - Proposed Location of New Station
Figure 7 - Station Site Plan

Figure 8 - City of Hamilton Natural Gas Vehicle
Figure 9 - City of Hamilton Natural Gas Vehicle
REQUEST FOR STATEMENT OF QUALIFICATIONS

The City of Hamilton (City) is soliciting Statements of Qualifications from qualified firms for design/build services for the installation of a Compressed Natural Gas Fueling Station (Station).

Brief Project Description:
The proposed Station shall be an unattended, self-serve, commercial, fast-fill facility. The firm will design and construct the Station beginning at the outlet of the meter which will be provided by the City. The pressure at the meter will be approximately 30 psig and the design fill pressure shall be 3000 psig, temperature compensated. The Station shall be designed to support up to 8 vehicles and a Preliminary Site Layout is attached.

The compressor, dryer, storage and major Station equipment shall be sized to meet the proposed fueling requirements. Capability to accommodate increased future fueling requirements is also desired. For redundancy, the Station shall have multiple compressor units mounted on a common skid. The compressors shall be sized in conjunction with storage to maximize compressor performance and efficiency.

Items Provided by the City
The following items and/or services shall be provided by the City:
1. The Station site (refer to attached location map);
2. Natural gas, water, electric and telecommunications services to the station site;
3. All information available from the City regarding the site; and
4. Project administration and inspection services.

Items Provided by the Design/Build Firms
The firm’s responsibilities shall consist of the following items at a minimum:
1. Performing all related engineering design functions including surveying, civil, site, mechanical, electrical and instrumentation & control for a new and unused state-of-the-art, fully functional 24/7, unmanned, self-serve Station, including a fully integrated fuel conditioning, compression, storage, and fast-fill dispensing system;
2. Investigate and obtain grant funding;
3. Prepare detailed project plans and specifications;
4. Prepare and acquire all necessary permits. The Station must meet all applicable regulations, codes and standards. The firm will incur all costs associated with meeting all applicable regulations, codes and standards, including costs associated with securing and meeting the terms of all necessary permits;
5. Procure new and unused equipment and materials. Equipment and materials shall be built by a company that has supplied a minimum of ten (10) similar units in the United States;
6. Perform all construction, testing, commissioning, start-up, and all activities and tasks necessary to deliver the turn-key fueling station;
7. Provide as-built record drawings in digital (AutoCAD 2010) and hard-copy format;

Figure 10 - RFQ Notice for the Design/Build Services
Natural Gas Basics

Natural gas powers more than 100,000 vehicles in the United States and roughly 11.2 million vehicles worldwide. Natural gas vehicles (NGVs) are a good choice for high-mileage fleets—such as buses and taxis—that are centrally fueled or operate within a limited area. The advantages of natural gas as an alternative fuel include its domestic availability, widespread distribution infrastructure, low cost compared with gasoline and diesel, and clean-burning qualities.

What is natural gas?
Natural gas is an odorless, non-toxic, gaseous mixture of hydrocarbons—predominantly methane (CH₄). Because it is a gas, it must be stored onboard a vehicle in either a compressed gas or liquefied state. Compressed natural gas (CNG) is typically stored in a tank at a pressure of 3,000 to 3,600 pounds per square inch. Liquefied natural gas (LNG) is super-cooled and stored in its liquid phase at 260°F in specially insulated tanks. Natural gas is sold in units of gasoline or diesel gallon equivalents based on the energy content of a gallon of gasoline or diesel fuel.

How and where is natural gas produced and distributed?
Natural gas is drawn from wells or extracted in conjunction with crude oil production. Biomethane, a renewable form of natural gas, is produced from decaying organic materials, such as waste from landfills, sewage, and livestock. In recent years, 80% to 90% of the natural gas used in the United States was produced domestically. The United States has a vast natural gas distribution system, which can quickly and economically distribute natural gas to and from almost any location in the lower 48 states.

How is natural gas used?
Natural gas accounts for about a quarter of the energy used in the United States. About one-third goes to residential and commercial users, such as heating and cooking; one-third to industrial users; and one-third to electric power production. Only about one-tenth of 1% is used for transportation fuel.

Is natural gas safe for use in vehicles?
Yes. NGVs meet the same safety standards as gasoline and diesel vehicles and also meet the National Fire Protection Association’s (NFPA) NFPA 52 Vehicular Fuel System Code. Natural gas has a lower flammability range and, because it is lighter than air, dissipates quickly if released. NGV fuel tanks are strong and extremely puncture resistant.

What NGVs are available?
A wide variety of new, heavy-duty NGVs are available. The Honda Civic GX is the only high-duty NGV available from a U.S. original equipment manufacturer (OEM). Consumers and fleets also have the option of economically and reliably converting existing light- or heavy-duty gasoline or diesel vehicles for national gas operation using certified installers. See the Conversions page in the Vehicles section of the Alternative Fuels and Advanced Vehicles Data Center (AFDC) Web site at www.afdc.energy.gov.

How do NGVs work?
NGVs operate in one of three modes: dedicated, bifuel, or dual-fuel. Dedicated NGVs run on only natural gas. Bifuel NGVs can run on either natural gas or gasoline. Dual-fuel vehicles run on natural gas and use diesel for ignition assist. Light-duty vehicles typically use dedicated or bifuel modes, and heavy-duty vehicles operate in dedicated or dual-fuel modes.

A CNG fuel system transfers high-pressure natural gas from the storage tank to the engine while reducing the pressure of the gas to the operating pressure of the engine’s fuel-management system. The natural gas is injected into the engine’s intake air in the same way gasoline is injected into a gasoline-fueled engine. The engine functions the same way as a gasoline engine; The fuel-air mixture is compressed and ignited by a spark plug and the expanding gases produce rotational force that propel the vehicle.

On the vehicle, natural gas is stored in tanks as CNG, or in some heavy-duty vehicles as LNG, onboard. The latest new vehicle offerings, also see the AFDC’s light-duty and heavy-duty vehicle searches.

Clean Cities
U.S. Department of Energy
vehicles, as LNG, a more expensive option. The form chosen is often dependent on the range a driver needs. More natural gas can be stored in the tanks as LNG than as CNG.

How do NGVs perform?
Natural gas vehicles are similar to gasoline or diesel vehicles with regard to power, acceleration, and cruising speed. The driving range of NGVs is generally less than that of comparable gasoline and diesel vehicles because, with natural gas, less overall energy content can be stored in the same size tank as the more energy-dense gasoline or diesel fuels. Extra natural gas storage tanks or the use of LNG can help increase range for larger vehicles.

In heavy-duty vehicles, dual-fuel compression-ignited engines are slightly more fuel-efficient than spark-ignition dedicated natural gas engines. However, a dual-fuel engine increases the complexity of the fuel storage system by requiring storage of both types of fuel.

How much do NGVs cost?
Light-duty NGVs cost $5,000 to $7,000 more than comparable gasoline vehicles, and heavy-duty NGVs cost more than their counterparts by $30,000 or more. The price depends on the fuel tank capacity and whether the vehicle is produced by an OEM or converted to run on natural gas. However, government incentives are available to offset NGV costs. For more information, visit the AFDC Incentives and Laws section at www.afdc.energy.gov. Due in part to the high octane rating and clean-burning properties of natural gas, some fleets have reduced maintenance and operating costs for NGVs compared with conventional vehicles.

How much does natural gas cost?
Historically, the average retail price of natural gas has been lower—and more stable—than the price of gasoline and diesel (see Figure 1), which makes natural gas a good option for fleets that use a lot of fuel. Incentives are also available to reduce the cost of operating NGVs.

Where is natural gas available?
According to the AFDC, there were 827 CNG and 33 LNG stations in the United States as of February 2010. To find natural gas station locations, visit the Alternative Fuels Station Locator at www.afdc.energy.gov/stations.

Is it easy to fuel an NGV?
Yes, CNG vehicles are fueled with easy-to-use, pressure-sealed dispensers. CNG fueling stations can be configured to fuel vehicles at various rates. Time-fill stations fuel parked vehicles overnight, taking advantage of off-peak electricity rates and smaller compression equipment. Fast-fill stations fill vehicles rapidly using larger compression equipment and high-pressure gas-storage systems. Filling LNG vehicles requires special procedures and training, but the process is not difficult. As with all vehicles, proper safety precautions must be taken when refueling NGVs.

How do NGV emissions compare with gasoline and diesel vehicle emissions?
Compared with gasoline and diesel vehicles, NGVs can produce significantly lower carbon monoxide, nitrogen oxides, nonmethane hydrocarbons, particulate matter, and other toxic emissions, as well as greenhouse gas emissions. In addition, because CNG fuel systems are completely sealed, CNG vehicles produce no evaporative emissions. For details, see the Natural Gas Vehicle Emissions page in the Vehicles section of the AFDC at www.afdc.energy.gov.

Where can I learn more about natural gas?
To learn more about natural gas as a transportation fuel, visit the AFDC’s natural gas pages at www.afdc.energy.gov. The NGV America Web site at www.ngva.org also features a wealth of information about natural gas and NGVs.

Figure 11 - Natural Gas Fact Sheet
April 2, 2012

Antony Seppi
City of Hamilton
345 High St.
Hamilton, Ohio 45011

RE: Application Cure Letter

Dear Antony Seppi:

The Ohio Department of Development (Development) has received and is currently reviewing your application for Round 1 of Local Government Innovation Fund program. During this review Development has determined that additional information is needed for your application. The identified item(s) requiring your attention are listed on the attached page(s). Please respond only to the issues raised. Failure to fully address all the identified items could lead to a competitive score reduction or ineligibility for Round 1 of the Local Government Innovation Fund program. A written response from the applicant to this completeness review is due to Development no later than 5:00 p.m. on April 30, 2012. Please send the response in a single email to lgif@development.ohio.gov and include “Cure—Project Name” in the subject line.

While this cure letter represents the additional information needed for Development review, the Local Government Innovation Council continues to reserve the right to request additional information about your application.

Thank you once again for your participation in Local Government Innovation program. Please contact the Office of Redevelopment at lgif@development.ohio.gov or 614-995-2292 if you have further questions regarding your application or the information requested in this letter.

Sincerely,

Thea J. Walsh, AICP
Deputy Chief, Office of Redevelopment
Ohio Department of Development
Local Government Innovation Fund Completeness Review

Applicant: City of Hamilton

Project Name: Design and Construction of Compressed Natural Gas Filling Station

Request Type: Grant

Issues for Response

1. Budget
   Please provide a line item budget that includes at minimum: 1) the sources of all funds being contributed to the project include all sources—cash, in-kind, etc.; 2) the uses of all funds (provide a line item for each use); 3) the total project costs (including the funding request and the local match. Please be sure that all uses of funds are eligible expenses as set forth in the program guidelines.

Example:

Collaboration Village's Project Budget

<table>
<thead>
<tr>
<th>Sources of Funds</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>LGIF Request</td>
<td>$100,000</td>
</tr>
<tr>
<td>Match Contribution (10%)</td>
<td>$11,111</td>
</tr>
<tr>
<td>Total</td>
<td>$111,111</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Uses of Funds</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Consultant Fees for Study</td>
<td>$111,111</td>
</tr>
<tr>
<td>Total</td>
<td>$111,111</td>
</tr>
</tbody>
</table>

Total Project Cost: $111,111

2. Self-Score Assessment
   Please complete the interactive selection methodology available on the LGIF program website http://www.development.ohio.gov/Urban/LGIF.htm (select selection methodology) to score your project. Applicants do not need to complete the Council Preference or score validation sections when scoring their projects.

3. Resolutions of Support
   Resolutions of support must be provided by the governing body of the main applicant and each collaborative partner. If the collaborative partner is a private entity with no governing body, a letter of support for the project is required.
Local Government Innovation Fund Completeness Review

Applicant: City of Hamilton

Project Name: Design and Construction of Compressed Natural Gas Filling Station

Request Type: Grant

Contact: Antony Seppi
513-785-7018
seppia@hamilton-oh.gov

1. Budget

City of Hamilton Project Budget

Source of Funds

<table>
<thead>
<tr>
<th>Source of Funds</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>LGIF Request</td>
<td>$100,000</td>
</tr>
<tr>
<td>City Match (100%)</td>
<td>$100,000</td>
</tr>
<tr>
<td>Total</td>
<td>$200,000</td>
</tr>
</tbody>
</table>

Use of Funds

<table>
<thead>
<tr>
<th>Use of Funds</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design Assistance/Build</td>
<td>$200,000</td>
</tr>
<tr>
<td>Total</td>
<td>$200,000</td>
</tr>
</tbody>
</table>

2. Self Score Assessment – attached below

3. Resolutions of Support – attached below
Local Government Innovation Fund Program

Application Scoring

<table>
<thead>
<tr>
<th>Lead Applicant</th>
<th>City of Hamilton</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Name</td>
<td>Design &amp; Construction of Compressed Natural Gas Station</td>
</tr>
</tbody>
</table>

Grant Application

or

Loan Application

The Local Government Innovation Fund Council
77 South High Street
P.O. Box 1001
Columbus, Ohio 43216-1001
(614) 995-2292
# Local Government Innovation Fund Project Scoring Sheet

**Section 1: Financing Measures**

<table>
<thead>
<tr>
<th>Financing Measures</th>
<th>Description</th>
<th>Criteria</th>
<th>Max Points</th>
<th>Applicant Self Score</th>
<th>Validated Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Financial Information</td>
<td>Applicant includes financial information (i.e., service related operating budgets) for the most recent three years and the three year period following the project. The financial information must be directly related to the scope of the project and will be used as the cost basis for determining any savings resulting from the project.</td>
<td>Applicant provides a thorough, detailed and complete financial information</td>
<td>5</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Applicant provided more than minimum requirements but did not provide additional justification or support</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Applicant provided minimal financial information</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Repayment Structure (Loan Only)</td>
<td>Applicant demonstrates a viable repayment source to support loan award. Secondary source can be in the form of a debt reserve, bank participation, a guarantee from a local entity, or other collateral (i.e., emergency rainy day, or contingency fund, etc.).</td>
<td>Applicant clearly demonstrates a secondary repayment source.</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Applicant does not have a secondary repayment source.</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local Match</td>
<td>Percentage of local matching funds being contributed to the project. This may include in kind contributions.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>70% or greater</td>
<td>5</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>40-69.99%</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>10-39.99%</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Points</td>
<td></td>
<td></td>
<td>5</td>
<td>✓</td>
<td>0</td>
</tr>
</tbody>
</table>

**Section 2: Collaborative Measures**

<table>
<thead>
<tr>
<th>Collaborative Measures</th>
<th>Description</th>
<th>Criteria</th>
<th>Max Points</th>
<th>Applicant Self Score</th>
<th>Validated Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>Applicant’s population (or the population of the area(s) served) falls within one of the listed categories as determined by the U.S. Census Bureau. Population scoring will be determined by the smallest population listed in the application. Applications from (or collaborating with) small communities are preferred.</td>
<td>Applicant (or collaborative partner) is not a county and has a population of less than 20,000 residents</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Applicant (or collaborative partner) is a county but has less than 235,000</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Applicant (or collaborative partner) is not a county but has a population 20,001 or greater.</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Applicant (or collaborative partner) is a county with a population of 235,001 residents or more</td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Points</td>
<td></td>
<td></td>
<td>3</td>
<td>✓</td>
<td>0</td>
</tr>
<tr>
<td>Participating Entities</td>
<td>Applicant has executed partnership agreements outlining all collaborative partners and participation agreements and has resolutions of support. (Note: Sole applicants only need to provide a resolution of support from its governing entity.)</td>
<td>More than one applicant</td>
<td>5</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Single applicant</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Points</td>
<td></td>
<td></td>
<td>5</td>
<td>✓</td>
<td>0</td>
</tr>
</tbody>
</table>

**Total Section Points**

| Section 1: Financing Measures | 10 |
| Section 2: Collaborative Measures | 8  |
| Total Section Points | 18 |
### Local Government Innovation Fund Project Scoring Sheet

#### Section 3: Success Measures

<table>
<thead>
<tr>
<th>Success Measures</th>
<th>Description</th>
<th>Criteria</th>
<th>Points</th>
<th>Applicant Self Score</th>
<th>Validated Score</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Expected Return</strong></td>
<td>Applicant demonstrates as a percentage of savings (i.e., actual savings, increased revenue, or cost avoidance) an expected return. The return must be derived from the applicant’s cost basis. The expected return is ranked in one of the following percentage categories:</td>
<td>75% or greater</td>
<td>30</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>25.01% to 74.99%</td>
<td>20</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Less than 25%</td>
<td>10</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Points</strong></td>
<td>30</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td><strong>Past Success</strong></td>
<td>Applicant has successfully implemented, or is following project guidance from a shared services model, for an efficiency, shared service, coproduction or merger project in the past.</td>
<td>Yes</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>No</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Points</strong></td>
<td>5</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td><strong>Scalable/Replicable Proposal</strong></td>
<td>Applicant’s proposal can be replicated by other local governments or scaled for the inclusion of other local governments.</td>
<td>The project is both scalable and replicable</td>
<td>10</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>The project is either scalable or replicable</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Does not apply</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Points</strong></td>
<td>10</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td><strong>Probability of Success</strong></td>
<td>Applicant provides a documented need for the project and clearly outlines the likelihood of the need being met.</td>
<td>Provided</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Not Provided</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Points</strong></td>
<td>5</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td><strong>Total Section Points</strong></td>
<td></td>
<td></td>
<td>50</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

#### Section 4: Significance Measures

<table>
<thead>
<tr>
<th>Significance Measures</th>
<th>Description</th>
<th>Criteria</th>
<th>Points Assigned</th>
<th>Applicant Self Score</th>
<th>Validated Score</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Performance Audit Implementation /Cost Benchmarking</strong></td>
<td>The project implements a single recommendation from a performance audit provided by the Auditor of State under Chapter 117 of the Ohio Revised Code or is informed by cost benchmarking.</td>
<td>Project implements a recommendation from an audit or is informed by benchmarking</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Project does not implement a recommendation from an audit and is not informed by benchmarking</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Points</strong></td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td><strong>Economic Impact</strong></td>
<td>Applicant clearly demonstrates economic impact</td>
<td></td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Applicant mentions but does not prove economic impact</td>
<td></td>
<td>3</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Applicant does not demonstrate an economic impact</td>
<td></td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Points</strong></td>
<td>5</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td><strong>Response to Economic Demand</strong></td>
<td>The project responds to current substantial changes in economic demand for local or regional government services.</td>
<td>Yes</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>No</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Points</strong></td>
<td>5</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td><strong>Total Section Points</strong></td>
<td></td>
<td></td>
<td>10</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>
## Section 5: Council Measures

<table>
<thead>
<tr>
<th>Council Measures</th>
<th>Description</th>
<th>Criteria</th>
<th>Points Assigned</th>
</tr>
</thead>
<tbody>
<tr>
<td>Council Preference</td>
<td>Council Ranking for Competitive Rounds</td>
<td><strong>The Applicant Does Not Fill Out This Section:</strong> This is for the Local Government Innovation Fund Council only. The points for this section is based on the applicant demonstrating innovation or inventiveness with the project.</td>
<td></td>
</tr>
</tbody>
</table>

**Total Section Points (10 max)**

### Scoring Summary

<table>
<thead>
<tr>
<th>Category</th>
<th>Applicant Self Score</th>
<th>Validated Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 1: Financing Measures</td>
<td>10</td>
<td>0</td>
</tr>
<tr>
<td>Section 2: Collaborative Measures</td>
<td>8</td>
<td>0</td>
</tr>
<tr>
<td>Section 3: Success Measures</td>
<td>50</td>
<td>0</td>
</tr>
<tr>
<td>Section 4: Significance Measures</td>
<td>10</td>
<td>0</td>
</tr>
</tbody>
</table>

**Total Base Points:** 78

### Reviewer Comments
Section V. Supporting Documentation

![Image](EMERGENCY ORDINANCE NO. CR-2011-0-297.jpg)

Figure 1 - Ordinance for Natural Gas Station - Passed September 2011
Emergency Ordinance No. 082011-V-39 (cont'd)

thence, leaving said easterly line of said Lot #3084 and the westerly line of said Lot #5048, South 85° 22' 06" West, 312.30 feet;
thence, North 60° 28' 37" West, 300.15 feet to a point on the northerly line of Lot #2005 as conveyed to Hamilton Plaza, L.L.C., and Hamilton Zen, L.L.C., in Official Record 7083, Page 579;
thence, along said northerly line of said Lot #2005, North 83° 58' 13" West, 58.53 feet to a found iron spike on the easterly right of way line of Dale Highway (S.R. #12);
thence, leaving said northerly line of said Lot #2005, along said easterly right of way line, North 07° 11' 47" West, 20.04 feet;
thence, leaving said easterly right of way line, South 85° 56' 13" East, 63.20 feet;
thence, South 86° 28' 07" East, 266.20 feet;
thence, North 86° 22' 06" East, 248.02 feet;
thence, North 60° 37' 56" East, 30.62 feet;
thence, South 87° 01' 35" East, 65.00 feet to the True Point of Beginning.

The above description was prepared by Bayer Becker, Brian E. Johnson, Registered Surveyor #6484 in the State of Ohio, January 19, 2011.
The Plat of which is recorded in Volume 52, Page 172, of the Butler County Engineer's Record of Land Surveys.
February 17, 2014

Jenae Baker, Superintendent
Hamilton City School District
313 Dayton Street
Hamilton, OH 45011

RE: Non-Binding Letter of Intent for Local Government Innovation Fund (LGIF) Partnership

Dear Ms. Baker:

As the City of Hamilton moves forward with alternative energy solutions, specifically the implementation of compressed natural gas facilities, we are eager to share our infrastructure with surrounding communities and other local parties. After all, our facility is only needed two facilities in the Southwestern Ohio region. There are tremendous cost savings to be had and the pooling of these resources can benefit all parties involved. That is why we are enthusiastic about a strategic partnership with the Hamilton City School District for the state of Ohio Local Government Innovation Fund (LGIF).

Consistent with discussions between the Hamilton City School District and the City of Hamilton, the City would like to move into a non-binding relationship with the Hamilton City School District to consider the cost savings that compressed natural gas can provide, specifically by tapping into the existing infrastructure that the City of Hamilton has to offer. At this point we are only asking for strategic partnering on this project and we are seeking some of Ohio LGIF funds to aid in the construction and design of our planned compressed natural gas fueling station.

The City is excited to commence a successful alternative energy program that will allow the City and other interested parties to promptly begin sharing services to capture the cost savings. We feel that with our fueling station coming online in 2013-2014, we have an opportunity to move Southwestern Ohio to the forefront in terms of alternative energy production. The City is looking forward to partnering with the School District on the development and implementation of this important alternative energy program.

If no mutual agreement can’t be reached on the future usage of our facility, either party may withdraw from this process without penalty.

We look forward to working with Hamilton City Schools on collaborating for a cleaner, more fuel efficient region.

Sincerely,

Jenae A. Smith
City Manager

Acknowledged and Accepted by the Hamilton City School District

Michael Baker, Superintendent

Date
Carla L. Lakatos, Executive Director  
Butler County Regional Transit Authority  
3845 Moyer Court  
Hamilton, OH  45011  

February 22, 2012  

RE: Non-Binding Letter of Intent for Local Government Innovation Fund (LGIF) Partnership  

Dear Ms. Lakatos:  

As the City of Hamilton moves forward with alternative energy solutions, specifically the implementation of compressed natural gas facilities, we are eager to share our infrastructure with surrounding communities and other local parties. After all, our facility is only one of two facilities in the Southwestern Ohio region. There are tremendous cost savings to be had and the pooling of these resources can benefit all parties involved. That is why we are enthusiastic about a strategic partnership with the Butler County Regional Transit Authority for the State of Ohio Local Government Innovation Fund (LGIF).  

Consistent with discussions between the Butler County Regional Transit Authority and the City of Hamilton, the City would like to enter into a non-binding relationship with the Butler County Regional Transit Authority to consider the cost savings that compressed natural gas can provide, specifically by tapping into the existing infrastructure that the City of Hamilton has to offer. At this point we are only asking for strategic partnering on this project and we are seeking State of Ohio LGIF funds to aid in the construction and design of our planned compressed natural gas fueling station.  

The City is excited to commence a successful alternative energy program that will allow the City and other interested parties to promptly begin sharing services to capture the cost savings. We feel that with our fueling station coming online in 2013-2014, we have an opportunity to move the Southwestern Ohio to the forefront in terms of alternative energy production. The City is looking forward to partnering with BCRTA on the development and implementation of this important alternative energy program.  

If a mutual agreement can’t be reached on the future usage of our facility, either party may withdraw from this process without penalty.  

We look forward to working with Butler County Regional Transit Authority on collaborating for a cleaner, more fuel efficient region.  

Sincerely,  

Josie A. Smith  
City Manager  

Acknowledged and Accepted by the Butler County Regional Transit Authority  

Carla L. Lakatos, Executive Director  

[Signature]

Figure 3 - Signed Partnership Agreement - BCRTA
Resolution No. 12-02-01: Authorizing the BCRTA Executive Director to Execute a Partnership Agreement in Support of the City of Hamilton's Local Government Innovation Fund (LGIF) Application for the Design of a Local CNG Facility.

Whereas, the Ohio Department of Development is soliciting applications for grant and loan funding through its Local Government Innovation Fund (LGIF) program; and

Whereas, the Grant Program requires projects that promote efficiency, shared services, co-production, and mergers among local governments; and

Whereas, the City of Hamilton intends to apply for grant funding to assist in designing a local CNG fuel service station targeted for 2013-2014; and

Whereas, the City of Hamilton has identified BCRTA as a key collaborative partner in advancing sustainable, alternative fuel solutions for publicly funded vehicle fleets; and

Whereas, participation in the project is consistent with BCRTA Board adopted mission of supporting Butler County's quality of life and economic development through public transportation solutions; and

Whereas, participation in the project offers opportunities to advance BCRTA Board strategies of strengthening image in the local community, exploring collaborative regional initiatives, and identifying regional leadership opportunities.

Now therefore be it resolved by the Board of Trustees of the BCRTA:

That the Board of Trustees hereby authorizes the BCRTA Executive Director to commit the BCRTA as a collaborative partner in the City of Hamilton CNG project, and execute a partnership agreement that identifies the terms of project participation. Furthermore, the Board of Trustees authorizes the Executive Director to commit up to $8,000 as “in-kind” match for the grant program that represents staff time and travel costs associated with project participation, and do all things necessary to enact the terms of the agreement and this resolution.

Approved: February 15, 2012

[Signatures]

HCRTA, Board President

HCRTA, Executive Director

Figure 4 - BCRTA Resolution for Establishing Partnership