

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@butlercountyrta.com

513-785-5237

<http://www.butlercountyshuttle.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.

Total City Budget:	\$286,522,615.91
Fuel Spend:	\$866,198.93

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

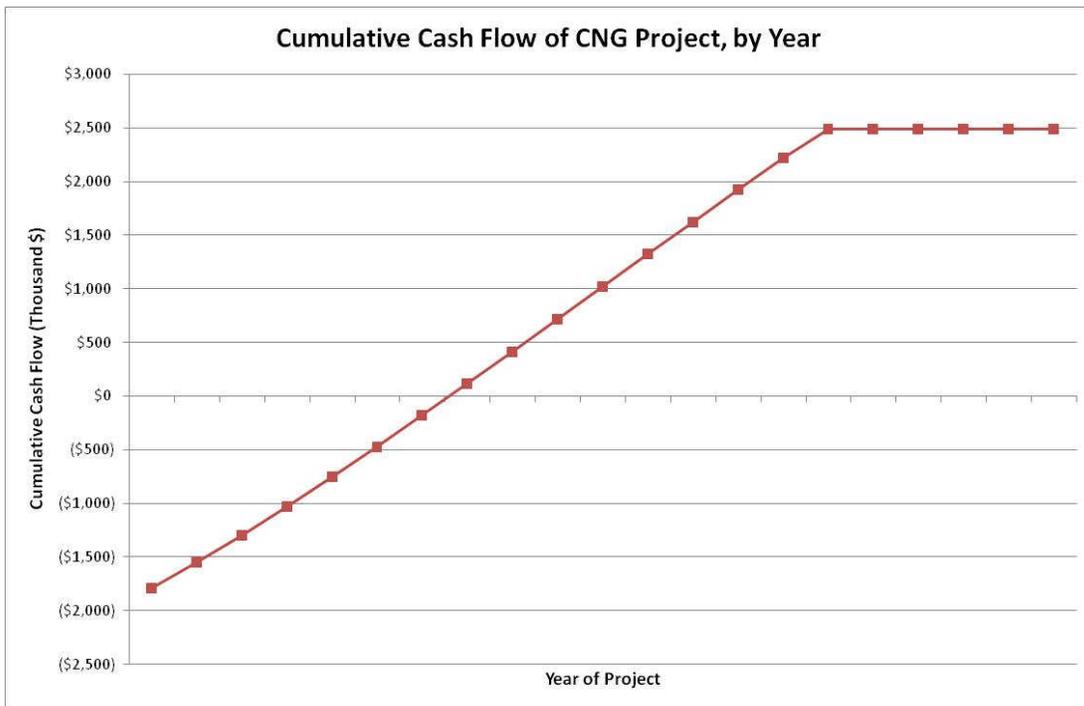
- 8 City fleet vehicles
- 5 Hamilton City School Buses

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

<http://www.hamilton-city.org/Modules/ShowDocument.aspx?documentid=2332>

CAFR 2009

<http://www.hamilton-city.org/Modules/ShowDocument.aspx?documentid=1452>

CAFR 2008

<http://www.hamilton-city.org/Modules/ShowDocument.aspx?documentid=691>

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

<http://www.hamilton-city.org/Modules/ShowDocument.aspx?documentid=2331>

2008-2009

<http://www.hamilton-city.org/Modules/ShowDocument.aspx?documentid=1451>

2007-2008

<http://www.hamilton-city.org/Modules/ShowDocument.aspx?documentid=690>

Gas

2009-2010

<http://www.hamilton-city.org/Modules/ShowDocument.aspx?documentid=2330>

2008-2009

<http://www.hamilton-city.org/Modules/ShowDocument.aspx?documentid=1450>

2007-2008

<http://www.hamilton-city.org/Modules/ShowDocument.aspx?documentid=689>

Water

2009-2010

<http://www.hamilton-city.org/Modules/ShowDocument.aspx?documentid=2329>

2008-2009

<http://www.hamilton-city.org/Modules/ShowDocument.aspx?documentid=1448>

2007-2008

<http://www.hamilton-city.org/Modules/ShowDocument.aspx?documentid=688>

Wastewater

2009-2010

<http://www.hamilton-city.org/Modules/ShowDocument.aspx?documentid=2328>

2008-2009

<http://www.hamilton-city.org/Modules/ShowDocument.aspx?documentid=1449>

2007-2008

<http://www.hamilton-city.org/Modules/ShowDocument.aspx?documentid=687>

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.

City of Hamilton Capital Requests By Project - Multi Year Budget Year - 2012 Fund 515 - Gas Cap. Impmtl Fund							
Request	2011	2012	2013	2014	2015	2016	Total 2011-2016
1 515134 Main Replacement Program							
2 Joe Nashall Blvd-Cumri Sta to Fairgrove (8400)	\$700,600	\$0	\$0	\$0	\$0	\$0	\$700,600
3 Fairview (Neilan to WRF)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4 Fordson Heights Exterior Service Replacement	\$0	\$150,000	\$100,000	\$100,000	\$100,000	\$100,000	\$550,000
5 Fordson Heights Interior Plumbing Relocation	\$0	\$55,000	\$37,500	\$37,500	\$37,500	\$37,500	\$205,000
6 Misc Gas Main Replacement	\$0	\$395,000	\$462,500	\$462,500	\$462,500	\$462,500	\$2,245,000
7	\$700,600	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$3,700,600
8 515136 Distribution System Improvements							
9 Paving Services	\$129,442	\$0	\$0	\$0	\$0	\$0	\$129,442
10 Various Gas System Improvements	\$50,000	\$0	\$0	\$250,000	\$250,000	\$250,000	\$800,000
11 MPG Loop to Enterprise Park	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$500,000
12 Feeder Main Capacity for Smart Piggng	\$0	\$300,000	\$300,000	\$400,000	\$0	\$0	\$1,000,000
13	\$179,442	\$550,000	\$550,000	\$650,000	\$250,000	\$250,000	\$2,429,442
14 515135 Equipment, Tools and Vehicles							\$0
15 Personnel Safety equipment (700.502)	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000
16 Other Equipment Purchases (710.387)	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$150,000
17 Vehicle Replacement (700.392)	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$420,000
18 Power Equipment (700.396)	\$75,000	\$120,000	\$95,000	\$120,000	\$95,000	\$120,000	\$625,000
19	\$180,000	\$225,000	\$200,000	\$225,000	\$200,000	\$225,000	\$1,255,000
20 515136 Services & Metering							
21 New Gas Services (710.380)	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$60,000
22 Measurement and Regulation (710.378)	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$90,000
23 New Service Meters (710.381)	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$360,000
24	\$85,000	\$85,000	\$85,000	\$85,000	\$85,000	\$85,000	\$510,000
25 515138 SCADA Controls							
26 Fiber & City Control Center	\$50,000	\$100,000	\$50,000	\$50,000	\$50,000	\$50,000	\$350,000
27	\$50,000	\$100,000	\$50,000	\$50,000	\$50,000	\$50,000	\$350,000
28 Municipal Garage							\$0
29 Plaza Property Purchase	\$0	\$380,000	\$0	\$0	\$0	\$0	\$380,000
30 Gas Pumps	\$43,000	\$0	\$0	\$0	\$0	\$0	\$43,000
31 Office Renovation	\$0	\$80,000	\$0	\$0	\$0	\$0	\$80,000
32 Workshops	\$115,000	\$0	\$0	\$0	\$0	\$0	\$115,000
33 Dining	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000
34 Employee Parking Lot at Plaza Property	\$0	\$75,000	\$0	\$0	\$0	\$0	\$75,000
35 CNG Station at Plaza Property	\$0	\$500,000	\$500,000	\$0	\$0	\$0	\$1,000,000
36	\$163,000	\$1,035,000	\$500,000	\$0	\$0	\$0	\$1,698,000
37 Special Appropriations							\$0
38 IT Equipment - Other	\$0	\$150,000	\$150,000	\$250,000	\$250,000	\$250,000	\$1,000,000
39 CIS	\$0	\$500,000	\$500,000	\$0	\$0	\$0	\$1,000,000
40 GIS	\$100,000	\$25,000	\$25,000	\$0	\$0	\$0	\$150,000
41	\$100,000	\$675,000	\$675,000	\$250,000	\$250,000	\$250,000	\$2,200,000
42							
43 Prior YR Capital Project expense in current							\$0
44 Professional Services							
45							
46 Totals	\$1,458,042	\$3,270,000	\$2,660,000	\$1,860,000	\$1,435,000	\$1,460,000	\$12,143,042

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.

Vehicle	Year	Fuel Meter	Miles/g	g/year	Cost of Diesel/g \$3.67	Cost of Gasoline/g \$3.38	Cost of NG/gge \$1.74	Cost Savings
CHEVROLET 1500-SILVERADO	2010	18,276	20	913.8	x	\$3,088.64	\$1,590.01	\$1,498.63
CHEVROLET CAPRICE	2011	547	15	36.5	x	\$123.26	\$63.45	\$59.81
CHEVROLET TAHOE	2010	13,365	15	891.0	x	\$3,011.58	\$1,550.34	\$1,461.24
CHEVROLET TAHOE	2010	40,783	15	2718.9	x	\$9,189.77	\$4,730.83	\$4,458.94
CHEVROLET TAHOE	2011	9,687	15	645.8	x	\$2,182.80	\$1,123.69	\$1,059.11
CHEVROLET TAHOE	2011	6,995	15	466.3	x	\$1,576.21	\$811.42	\$764.79
CHEVROLET W5500	2009	3,362	14	240.1	\$881.32	x	\$417.85	\$463.48
FORD CROWN VIC	2011	25	14	1.8	x	\$6.04	\$3.11	\$2.93
FORD CROWN VIC	2011	8,279	14	591.4	x	\$1,998.79	\$1,028.96	\$969.83
FORD CROWN VIC	2011	6,639	14	474.2	x	\$1,602.84	\$825.13	\$777.71
FORD CROWN VIC	2011	2,921	14	208.6	x	\$705.21	\$363.04	\$342.17
FORD CROWN VIC	2011	4,963	14	354.5	x	\$1,198.21	\$616.83	\$581.38
FORD CROWN VIC	2011	3,676	14	262.6	x	\$887.49	\$456.87	\$430.62
FORD CROWN VIC	2011	25	14	1.8	x	\$6.04	\$3.11	\$2.93
FORD CROWN VIC	2011	6,682	14	477.3	x	\$1,613.23	\$830.48	\$782.75
FORD CROWN VIC	2011	2,162	14	154.4		\$521.97	\$268.71	\$253.26
FORD E-150	2010	4,880	15	325.3		\$1,099.63	\$566.08	\$533.55
FORD E-350	2009	16,153	15	1076.9		\$3,639.81	\$1,873.75	\$1,766.06
FORD F-150	2010	350	15	23.3	x	\$78.87	\$40.60	\$38.27
FORD F-350	2011	1,550	14	110.7	\$406.32	x	\$192.64	\$213.68
FORD F-350 4X4	2009	6,715	14	479.6	\$1,760.29	x	\$834.58	\$925.71
FORD F-350 4X4	2009	12,785	14	913.2	\$3,351.50	x	\$1,588.99	\$1,762.50
FORD F-350 4X4	2010	7,598	14	542.7	\$1,991.76	x	\$944.32	\$1,047.44
FORD F-350 4X4	2011	6,366	14	454.7	\$1,668.80	x	\$791.20	\$877.60
FORD F-350 4X4	2011	4,213	14	300.9	\$1,104.41	x	\$523.62	\$580.79
FORD F-550	2011	4,529	14	323.5	\$1,187.25	x	\$562.89	\$624.36
FORD F-550 4X4	2009	7,765	14	554.6	\$2,035.54	x	\$965.08	\$1,070.46
FORD F-550 4X4	2010	2,440	14	174.3	\$639.63	\$589.09	\$303.26	\$285.83
FORD Fusion	2011	300	23	13.0	x	\$44.09	\$22.70	\$21.39
FORD Transit	2010	301	22	13.7	x	\$46.24	\$23.81	\$22.44
FORD Transit	2010	301	22	13.7	x	\$46.24	\$23.81	\$22.44
GMC 1500SIERRA	2009	45,667	14	3261.9	x	\$11,025.32	\$5,675.76	\$5,349.56
GMC 1500SIERRA	2009	8,401	14	600.1	x	\$2,028.24	\$1,044.12	\$984.12
INTERNATIONAL 4300	2009	48,855	5	9771.0	\$35,859.57	x	\$17,001.54	\$18,858.03
INTERNATIONAL 4400	2011	3,802	5	760.4	\$2,790.67	x	\$1,323.10	\$1,467.57
INTERNATIONAL 4400 LP	2010	605	5	121.0	\$444.07	x	\$210.54	\$233.53
INTERNATIONAL 4400 LP	2010	4,713	5	942.6	\$3,459.34	x	\$1,640.12	\$1,819.22
INTERNATIONAL 4400-2	2009	12,008	5	2401.6	\$8,813.87	x	\$4,178.78	\$4,635.09
INTERNATIONAL 7400	2009	6,777	5	1355.4	\$4,974.32	x	\$2,358.40	\$2,615.92
INTERNATIONAL 7400	2010	16,564	5	3312.8	\$12,157.98	x	\$5,764.27	\$6,393.70
INTERNATIONAL 7400	2010	10,602	5	2120.4	\$7,781.87	x	\$3,689.50	\$4,092.37
INTERNATIONAL 7400	2010	4,266	5	853.2	\$3,131.24	x	\$1,484.57	\$1,646.68
INTERNATIONAL 7400	2011	134	5	26.8	\$98.36	x	\$46.63	\$51.72
JEEP CHEROKEE	2009	14,772	15	984.8		\$3,328.62	\$1,713.55	\$1,615.07
JEEP CHEROKEE	2009	11,240	14	802.9		\$2,713.66	\$1,396.97	\$1,316.69
Total Fuel Cost Savings								\$74,781.35

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

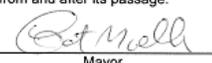
EMERGENCY ORDINANCE NO. <u>OR2011-9-89</u>	
<p>AN ORDINANCE APPROPRIATING THE FEE SIMPLE INTEREST IN 3.043 ACRES, MORE OR LESS, OF REAL PROPERTY LOCATED AT 2220 SOUTH ERIE BOULEVARD WITHIN THE CITY OF HAMILTON, OHIO, FOR THE PUBLIC PURPOSES OF CONSTRUCTION OF A NATURAL GAS FUELING STATION AND A PARKING LOT AT THE MUNICIPAL GARAGE.</p>	
<p>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</p>	
<p>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 fewer environmental hazards than other fuels; and</p>	
<p>WHEREAS, pursuant to Resolution No. R2011-6-26, adopted June 8, 2011, Council declared the City of Hamilton's intent to exercise the City's eminent domain powers to appropriate approximately 3.043 acres of land owned by Hamilton Plaza, LLC, Namdar Hamilton, LLC and Hamilton Zar, LLC (collectively, the "Owners") and it is considered 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 next to the property and it is located in a highly traveled area; and</p>	
<p>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 to the inhabitants of the City; and</p>	
<p>WHEREAS, City Administration has been unable to arrive at an agreement with the Owners to acquire title to the property and, having reached an impasse in those negotiations, determined it is now appropriate to go forward the appropriation of said property for the above described public purposes; and</p>	
<p>WHEREAS, pursuant to the provision so Article XIV 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 requisite parking at the Municipal Garage;</p>	
<p>WHEREAS, the City's Director of Finance has caused written notice of the passage of said resolution to be given to the owners, persons in possession thereof or having an interest of record in the above described real estate; and</p>	
<p>WHEREAS, representatives of the City of Hamilton and the owner/parties of interest have been unable to reach agreement as to obtaining the fee simple interest in said property and therefore Council now 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</p>	
<p>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 construction 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;</p>	
<p>NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Hamilton, Ohio:</p>	
<p>SECTION I: That the fee simple interest in the approximately 3.043 acres of land owned by Hamilton Plaza, LLC, Namdar 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 is hereby appropriated for the public purpose as set forth in the preamble hereto.</p>	
<p>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 purpose.</p>	
<p>SECTION III: That the Director of Law be and is hereby authorized and directed to file a complaint for appropriation of the abovementioned real property in Butler County Common Pleas Court in the manner provided by law.</p>	
<p>SECTION IV: This ordinance is hereby declared to be an emergency measure for the reasons set forth in the preamble hereto and shall take effect and be in full force from and after its passage.</p>	
PASSED: <u>9-14-2011</u>	 Mayor
Effective Date: <u>IMMEDIATELY</u>	
ATTEST: <u>All-Hecks</u> City Clerk	

Figure 1 - Ordinance for Natural Gas Station - Passed September 2011

Emergency Ordinance No. OR2011-9-89 (cont'd)

CERTIFICATE

I, Adam Helms, City Clerk of the City of Hamilton, Ohio, State of Ohio, hereby certify that the foregoing Emergency Ordinance No. OR2011-9-89 was duly published as provided by Section 113.01 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: 9-16-2011

Adm Helms
Adam Helms, 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 #23684 as known and designated on the list of lots in said City of Hamilton and as conveyed to Hamilton Plaza, LLC., Namdar Hamilton, LLC., and Hamilton Zar, 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 1" iron pin with cross notch at the northeast corner of said Lot #23684, said point being the southeast corner of Lot #31984 as conveyed to the City of Hamilton in Official Record 8015, Page 1653 and also being the northwest corner of Lot #248 known and designated on the list of lots in Fairfield Township as conveyed to Hamilton Plaza, LLC., and Hamilton Zar, 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 #23684 and the westerly line of said Lot #248, South 05°48'26" West, 142.64 feet to a set 5/8" iron pin;
- thence, leaving said easterly line of said Lot #23684 and the westerly line of said Lot #248, along a new division line, South 85°22'56" West, 312.25 feet to a set mag spike;
- thence, continuing with said new division line, North 86°28'57" West, 300.15 feet to a set mag spike on the south line of said Lot #23684, said point being on the northerly line of Lot #23685;
- thence, along the northerly line of said Lot #23685, North 83°58'13" West, 58.93 feet to a set mag spike on the easterly right of way line of Dixie Highway (S.R. #4);
- thence, leaving said northerly line of said Lot #23685, along said easterly right of way line of Dixie Highway (S.R. #4), North 07°11'47" West (passing a found railroad spike at 198.76 feet), 219.31 feet to a found 1/2" iron pin (capped Henderson Bodwell) on the southerly line of said Lot #31984;
- thence, leaving said easterly right of way line of Dixie Highway (S.R.#4), along the southerly line of said Lot #31984, South 83°58'13" East, 715.29 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 Bayer Becker, Brian R. Johnson, Registered Surveyor #8484 in the State of Ohio, January 19, 2011.

Basis of Bearings: State plane coordinates Ohio South Zone NAD 83.

The Plat of which is recorded in Volume 52, Page 172, of the Butler County Engineer's Record of Land Surveys.

Prior Deed Reference: Official Record 7683, Page 879.

**Pt. Lot #23684
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 #23684 as known and designated on the list of lots in said City of Hamilton and being more particularly described as follows:

Beginning at a found 1" iron pin with cross notch at the northeast corner of part of Lot #23684, said point also being the southeast corner of Lot #31984 as conveyed to the City of Hamilton in Official Record 8015, Page 1653 and also being the northwest corner of Lot #248 known and designated on the list of lots in Fairfield Township as conveyed to Hamilton Plaza, LLC., and Hamilton Zar, LLC., in Official Record 7683, Page 879 of the Butler County Ohio Recorder's Office; thence along the easterly line of said Lot #23684 and the westerly line of said Lot #248, South 05°48'26" West, 88.95 feet to the **True Point of Beginning**;

- thence, from the **True Point of Beginning** thus found, continuing along said easterly line of said Lot #23684 and the westerly line of said Lot #248, South 05°48'26" West, 53.69;

Emergency Ordinance No. OR 2011-9-89 (cont'd)

thence, leaving said easterly line of said Lot #23684 and the westerly line of said Lot #248, South 85°22'56" West, 312.25 feet;

thence, North 86°28'57" West, 300.15 feet to a point on the northerly line of Lot #23685 as conveyed to Hamilton Plaza, LLC., and Hamilton Zar, LLC., in Official Record 7683, Page 879;

thence, along said northerly line of said Lot #23685, North 83°58'13" West, 58.93 feet to a found mag spike on the easterly right of way line of Dixie Highway (S.R. #4);

thence, leaving said northerly line of said Lot #23685, along said easterly right of way line, North 07°11'47" West, 20.54 feet;

thence, leaving said easterly right of way line, South 83°58'13" East, 63.20 feet;

thence, South 86°28'57" East, 298.29 feet;

thence, North 85°22'56" East, 248.92 feet;

thence, North 00°57'56" 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 #8484 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.



Office of the City Manager

City of Hamilton, Ohio
One Renaissance Center
345 High Street, 7th Floor
Hamilton, Ohio 45011
Telephone: 513.765-7002
FAX: 513.765-7010
www.hamilton-city.org

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).

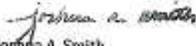
Consistent with discussions between the Hamilton City School District and the City of Hamilton, the City would like to enter into a non-binding relationship with the Hamilton City School District to consider the cost savings that compressed natural gas can provide, specifically by tapping into the existing 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 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,


Joshua A. Smith
City Manager

Acknowledged and Accepted by the Hamilton City School District


Ms. Janet Baker, Superintendent

February 22, 2012
Date



Figure 2 - Signed Partnership Agreement - Hamilton City Schools



Founded 1791

Office of the City Manager

City of Hamilton, Ohio
One Renaissance Center
345 High Street, 7th Floor
Hamilton, Ohio 45011
Telephone 513 785-7002
FAX 513 785-7010
www.hamilton-city.org

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 (L.GIF).

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.

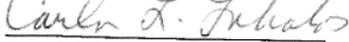
If a mutual agreement can't be reached on the future usage of our facility, either party may withdraw from this process without penalty.

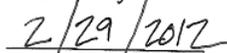
We look forward to working with Butler County Regional Transit Authority on collaborating for a cleaner, more fuel efficient region.

Sincerely,


Joshua A. Smith
City Manger

Acknowledged and Accepted by the Butler County Regional Transit Authority


Carla L. Lakatos, Executive Director


Date

 Printed on Recycled Paper

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, 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 \$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


BCRTA, Board President


BCRTA, Executive Director

Figure 4 - BCRTA Resolution for Establishing Partnership

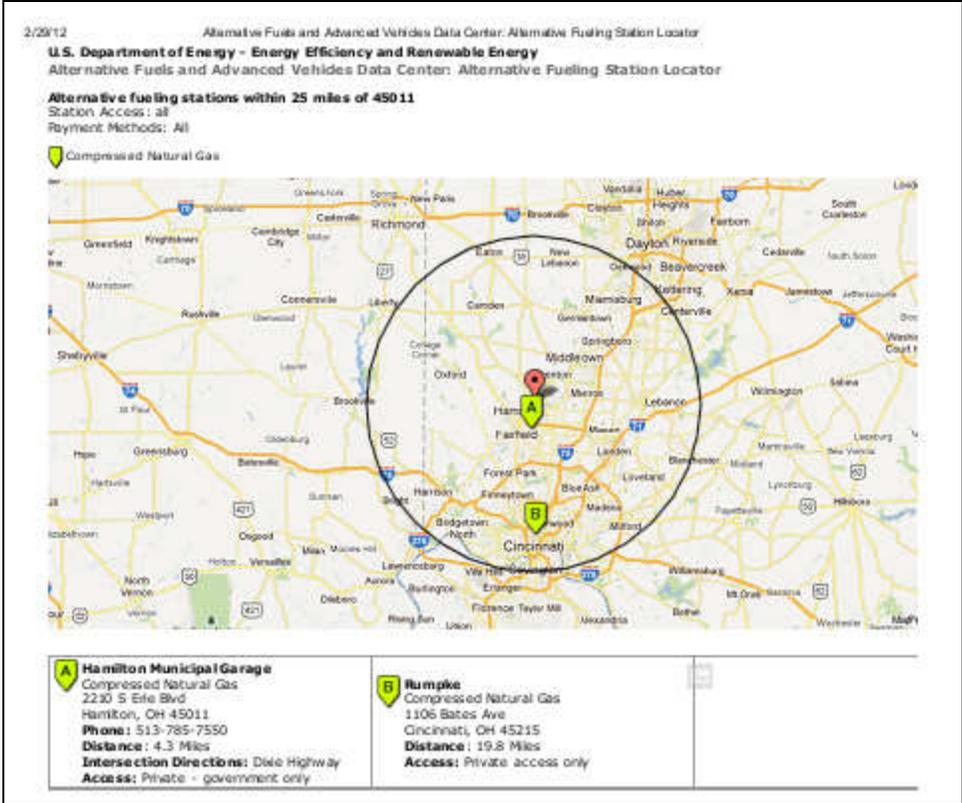


Figure 5 - Existing CNG Stations (2) in Southwest Ohio

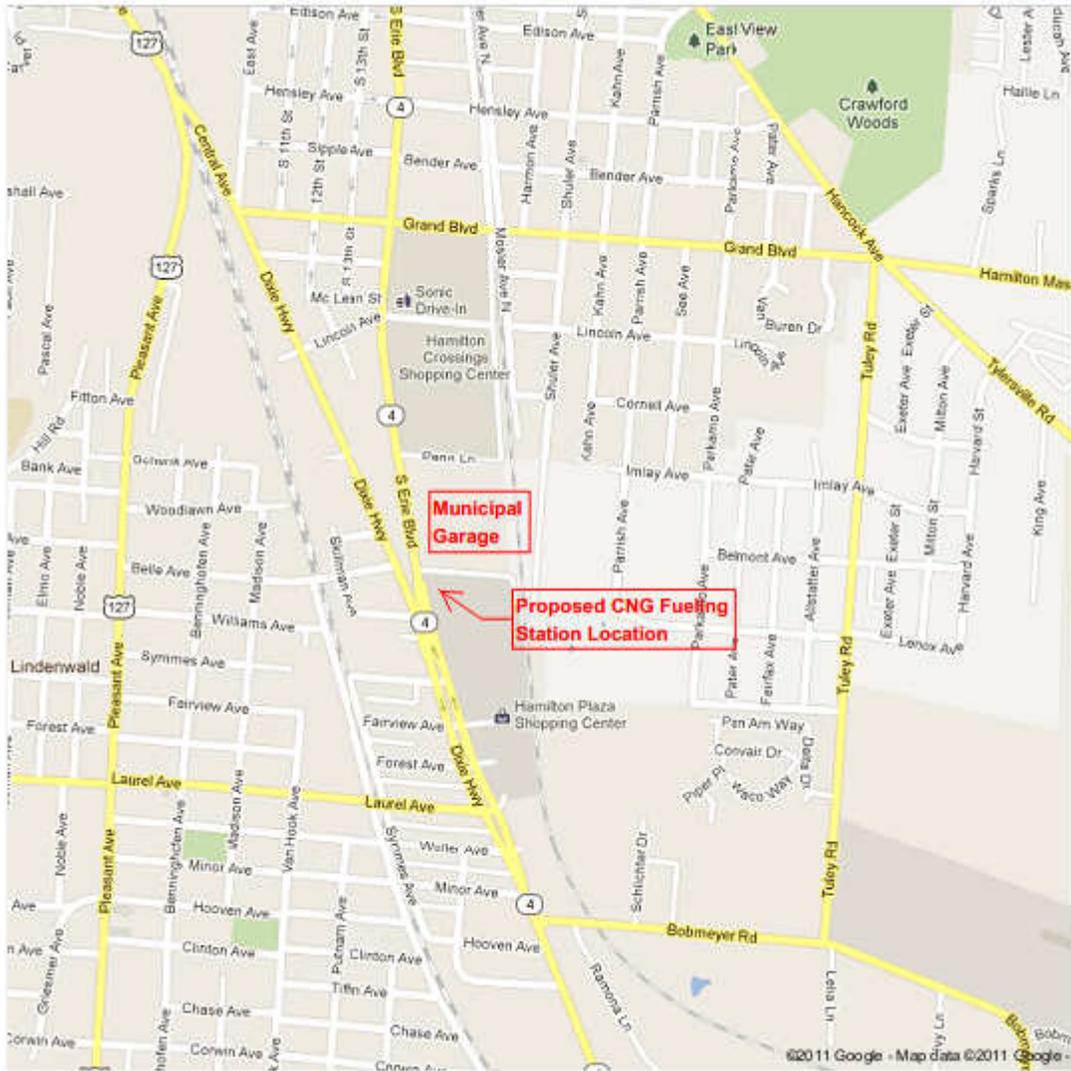


Figure 6 - Proposed Location of New Station

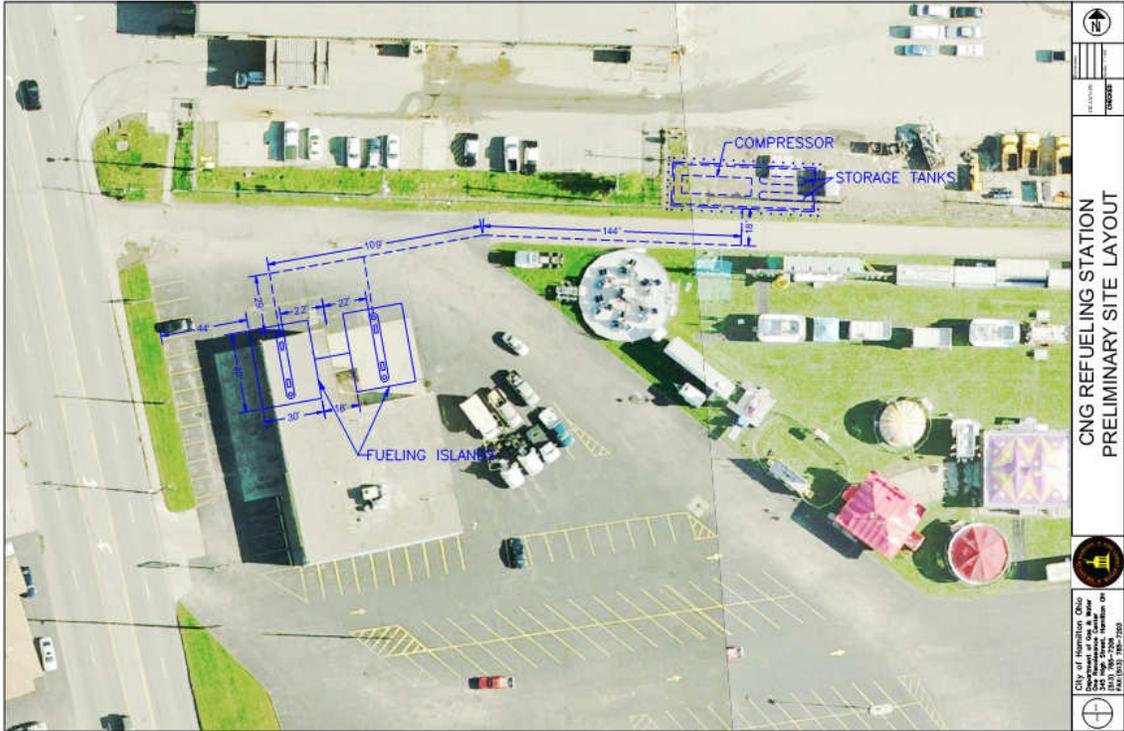


Figure 7 - Station Site Plan



Figure 8 - City of Hamilton Natural Gas Vehicle



Figure 9 - City of Hamilton Natural Gas Vehicle



Department of Underground Utilities
Engineering Division

City of Hamilton, Ohio
Hamilton Municipal Building
345 High Street, Hamilton, Ohio 45011
Telephone 513 785-7206
Fax 513 785-7203
<http://www.hamilton-city.org/>

January 20, 2012

REQUEST FOR STATEMENT OF QUALIFICATIONS

The City of Hamilton (City) is soliciting Statement of Qualifications from qualified firms for design / build services for the installation 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 3600 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 Firm:

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, unattended, 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.¹ 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, nontoxic, gaseous mixture of hydrocarbons—predominantly methane (CH₄). Because it is a gas, it must be stored onboard a vehicle in either a compressed gaseous 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 special 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, wastewater, 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 uses, such as heating and

cooking; one-third to industrial uses; 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 narrow 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 light-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 natural 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. For



Compressed natural gas is stored onboard a vehicle in safe, puncture-resistant tanks.

the latest new vehicle offerings, also see the AFDC's light-duty and heavy-duty vehicle searches.

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 operate in 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 intake air 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 forces that propel the vehicle.

On the vehicle, natural gas is stored in tanks as CNG, or in some heavy-duty

¹ NGV Communications Group (www.ngvgroup.com)

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-ignited 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's 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

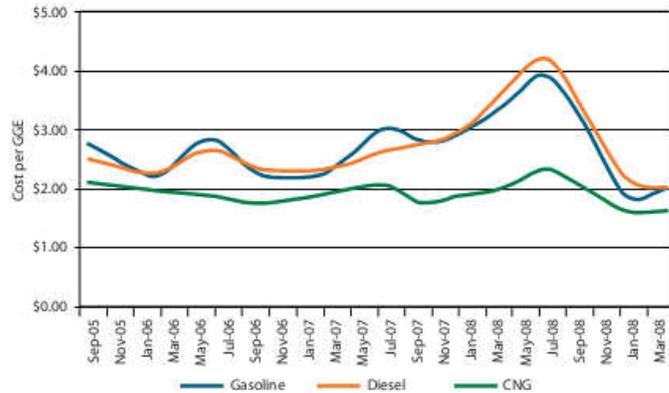


Figure 1. Nationwide Average Retail Gasoline, Diesel, and Natural Gas Prices

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 38 LNG stations in the United States as of February 2010. To find natural gas station locations, visit the Alternative Fueling 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. Fueling 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 oxide, nonmethane hydrocarbon, 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.ngvc.org also features a wealth of information about natural gas and NGVs.

U.S. DEPARTMENT OF **ENERGY**
 Energy Efficiency & Renewable Energy

EERE Information Center
 1-877-EERE-INF (1-877-337-3463)
www.eere.energy.gov/informationcenter

Printed with a renewable-source ink on paper containing at least 50% wastepaper, including 10% post consumer waste.

Prepared by the National Renewable Energy Laboratory (NREL), a national laboratory of the U.S. Department of Energy, Office of Energy Efficiency and Renewable Energy; NREL is operated by the Alliance for Sustainable Energy, LLC.

DOE/GO-102010-3068 • April 2010

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:

Example:

Collaboration Village’s Project Budget

Sources of Funds

LGIF Request	\$100,000
Match Contribution (10%)	\$ 11,111
Total	\$111,111

Uses of Funds

Consultant Fees for Study	\$111,111
Total	\$111,111

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

LGIF Request	\$100,000
City Match (100%)	\$100,000
Total	\$200,000

Use of Funds

Design Assistance/Build	\$200,000
Total	\$200,000

2. Self Score Assessment – attached below

3. Resolutions of Support – attached below

Local Government Innovation Fund Program

Application Scoring

Lead Applicant	City of Hamilton
Project Name	Design & Construction of Compressed Natural Gas Station

<input checked="" type="checkbox"/>	Grant Application
-------------------------------------	--------------------------

or

<input type="checkbox"/>	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

Financing Measures	Description	Criteria	Max Points	Applicant Self Score	Validated Score
Financial Information	<i>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.</i>	Applicant provides a thorough, detailed and complete financial information	5	<input checked="" type="radio"/>	
		Applicant provided more than minimum requirements but did not provide additional justification or support	3	<input type="radio"/>	
		Applicant provided minimal financial information	1	<input type="radio"/>	
		Points	5	0	
Repayment Structure (Loan Only)	<i>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.).</i>	Applicant clearly demonstrates a secondary repayment source.	5	<input type="radio"/>	
		Applicant does not have a secondary repayment source.	0	<input type="radio"/>	
		Points	0	0	
Local Match	<i>Percentage of local matching funds being contributed to the project. This may include in-kind contributions.</i>	70% or greater	5	<input checked="" type="radio"/>	
		40-69.99%	3	<input type="radio"/>	
		10-39.99%	1	<input type="radio"/>	
		Points	5	0	
Total Section Points				10	0

Section 2: Collaborative Measures

Collaborative Measures	Description	Criteria	Max Points	Applicant Self Score	Validated Score
Population	<i>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.</i>	Applicant (or collaborative partner) is not a county and has a population of less than 20,000 residents	5	<input type="radio"/>	
		Applicant (or collaborative partner) is a county but has less than 235,000	5	<input type="radio"/>	
		Applicant (or collaborative partner) is not a county but has a population 20,001 or greater.	3	<input checked="" type="radio"/>	
		Applicant (or collaborative partner) is a county with a population of 235,001 residents or more	3	<input type="radio"/>	
		Points	3	0	
Participating Entities	<i>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.)</i>	More than one applicant	5	<input checked="" type="radio"/>	
		Single applicant	1	<input type="radio"/>	
		Points	5	0	
Total Section Points				8	0

Local Government Innovation Fund Project Scoring Sheet

Section 3: Success Measures					
Success Measures	Description	Criteria	Points	Applicant Self Score	Validated Score
Expected Return	<i>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:</i>	75% or greater	30	<input checked="" type="radio"/>	
		25.01% to 74.99%	20	<input type="radio"/>	
		Less than 25%	10	<input type="radio"/>	
		Points	30	0	
Past Success	<i>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.</i>	Yes	5	<input checked="" type="radio"/>	
		No	0	<input type="radio"/>	
		Points	5	0	
Scalable/Replicable Proposal	<i>Applicant's proposal can be replicated by other local governments or scaled for the inclusion of other local governments.</i>	The project is both scalable and replicable	10	<input checked="" type="radio"/>	
		The project is either scalable or replicable	5	<input type="radio"/>	
		Does not apply	0	<input type="radio"/>	
		Points	10	0	
Probability of Success	<i>Applicant provides a documented need for the project and clearly outlines the likelihood of the need being met.</i>	Provided	5	<input checked="" type="radio"/>	
		Not Provided	0	<input type="radio"/>	
		Points	5	0	
Total Section Points				50	0

Section 4: Significance Measures					
Significance Measures	Description	Criteria	Points Assigned	Applicant Self Score	Validated Score
Performance Audit Implementation /Cost Benchmarking	<i>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.</i>	Project implements a recommendation from an audit or is informed by benchmarking	5	<input type="radio"/>	
		Project does not implement a recommendation from an audit and is not informed by benchmarking	0	<input checked="" type="radio"/>	
		Points	0	0	
Economic Impact	<i>Applicant demonstrates the project will a promote business environment (i.e., demonstrates a business relationship resulting from the project) and will provide for community attraction (i.e., cost avoidance with respect to taxes)</i>	Applicant clearly demonstrates economic impact	5	<input checked="" type="radio"/>	
		Applicant mentions but does not prove economic impact	3	<input type="radio"/>	
		Applicant does not demonstrate an economic impact	0	<input type="radio"/>	
		Points	5	0	
Response to Economic Demand	<i>The project responds to current substantial changes in economic demand for local or regional government services.</i>	Yes	5	<input checked="" type="radio"/>	
		No	0	<input type="radio"/>	
		Points	5	0	
Total Section Points				10	0

Section 5: Council Measures			
Council Measures	Description	Criteria	Points Assigned
Council Preference	Council Ranking for Competitive Rounds	The Applicant Does Not Fill Out This Section; 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	
Total Section Points (10max)			

Scoring Summary		
	Applicant Self Score	Validated Score
Section 1: Financing Measures	10	0
Section 2: Collaborative Measures	8	0
Section 3: Success Measures	50	0
Section 4: Significance Measures	10	0
Total Base Points:		78

Reviewer Comments

Section V. Supporting Documentation

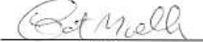
EMERGENCY ORDINANCE NO. <u>OR2011-9-89</u>	
<p>AN ORDINANCE APPROPRIATING THE FEE SIMPLE INTEREST IN 3.043 ACRES, MORE OR LESS, OF REAL PROPERTY LOCATED AT 2220 SOUTH ERIE BOULEVARD WITHIN THE CITY OF HAMILTON, OHIO, FOR THE PUBLIC PURPOSES OF CONSTRUCTION OF A NATURAL GAS FUELING STATION AND A PARKING LOT AT THE MUNICIPAL GARAGE.</p>	
<p>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</p>	
<p>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 fewer environmental hazards than other fuels; and</p>	
<p>WHEREAS, pursuant to Resolution No. R2011-6-26, adopted June 8, 2011, Council declared the City of Hamilton's intent to exercise the City's eminent domain powers to appropriate approximately 3.043 acres of land owned by Hamilton Plaza, LLC, Namdar Hamilton, LLC and Hamilton Zar, LLC (collectively, the "Owners") and it is considered 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 next to the property and it is located in a highly traveled area; and</p>	
<p>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 to the inhabitants of the City; and</p>	
<p>WHEREAS, City Administration has been unable to arrive at an agreement with the Owners to acquire title to the property and, having reached an impasse in those negotiations, determined it is now appropriate to go forward the appropriation of said property for the above described public purposes; and</p>	
<p>WHEREAS, pursuant to the provision so Article XIV 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 requisite parking at the Municipal Garage;</p>	
<p>WHEREAS, the City's Director of Finance has caused written notice of the passage of said resolution to be given to the owners, persons in possession thereof or having an interest of record in the above described real estate; and</p>	
<p>WHEREAS, representatives of the City of Hamilton and the owner/parties of interest have been unable to reach agreement as to obtaining the fee simple interest in said property and therefore Council now 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</p>	
<p>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 construction 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;</p>	
<p>NOW, THEREFORE, BE IT ORDAINED by the Council of the City of Hamilton, Ohio:</p>	
SECTION I:	That the fee simple interest in the approximately 3.043 acres of land owned by Hamilton Plaza, LLC, Namdar 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 is hereby appropriated for the public purpose as set forth in the preamble hereto.
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 purpose.
SECTION III:	That the Director of Law be and is hereby authorized and directed to file a complaint for appropriation of the abovementioned real property in Butler County Common Pleas Court in the manner provided by law.
SECTION IV:	This ordinance is hereby declared to be an emergency measure for the reasons set forth in the preamble hereto and shall take effect and be in full force from and after its passage.
PASSED:	<u>9-14-2011</u>  Mayor
Effective Date:	<u>IMMEDIATELY</u>
ATTEST:	<u>AK-Hels</u> City Clerk

Figure 1 - Ordinance for Natural Gas Station - Passed September 2011

Emergency Ordinance No. OR2011-9-89 (cont'd)

CERTIFICATE

I, Adam Helms, City Clerk of the City of Hamilton, Ohio, State of Ohio, hereby certify that the foregoing Emergency Ordinance No. OR2011-9-89 was duly published as provided by Section 113.01 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: 9-16-2011.

Adm Helms
Adam Helms, 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 #23684 as known and designated on the list of lots in said City of Hamilton and as conveyed to Hamilton Plaza, LLC., Namdar Hamilton, LLC., and Hamilton Zar, 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 1" iron pin with cross notch at the northeast corner of said Lot #23684, said point being the southeast corner of Lot #31984 as conveyed to the City of Hamilton in Official Record 8015, Page 1653 and also being the northwest corner of Lot #248 known and designated on the list of lots in Fairfield Township as conveyed to Hamilton Plaza, LLC., and Hamilton Zar, 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 #23684 and the westerly line of said Lot #248, South 05°48'26" West, 142.64 feet to a set 5/8" iron pin;
- thence, leaving said easterly line of said Lot #23684 and the westerly line of said Lot #248, along a new division line, South 85°22'56" West, 312.25 feet to a set mag spike;
- thence, continuing with said new division line, North 86°28'57" West, 300.15 feet to a set mag spike on the south line of said Lot #23684, said point being on the northerly line of Lot #23685;
- thence, along the northerly line of said Lot #23685, North 83°58'13" West, 58.93 feet to a set mag spike on the easterly right of way line of Dixie Highway (S.R. #4);
- thence, leaving said northerly line of said Lot #23685, along said easterly right of way line of Dixie Highway (S.R. #4), North 07°11'47" West (passing a found railroad spike at 198.76 feet), 219.31 feet to a found 1/2" iron pin (capped Henderson Bodwell) on the southerly line of said Lot #31984;
- thence, leaving said easterly right of way line of Dixie Highway (S.R.#4), along the southerly line of said Lot #31984, South 83°58'13" East, 715.29 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 Bayer Becker, Brian R. Johnson, Registered Surveyor #8484 in the State of Ohio, January 19, 2011.

Basis of Bearings: State plane coordinates Ohio South Zone NAD 83.

The Plat of which is recorded in Volume 62, Page 172, of the Butler County Engineer's Record of Land Surveys.

Prior Deed Reference: Official Record 7683, Page 879.

**Pt. Lot #23684
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 #23684 as known and designated on the list of lots in said City of Hamilton and being more particularly described as follows:

Beginning at a found 1" iron pin with cross notch at the northeast corner of part of Lot #23684, said point also being the southeast corner of Lot #31984 as conveyed to the City of Hamilton in Official Record 8015, Page 1653 and also being the northwest corner of Lot #248 known and designated on the list of lots in Fairfield Township as conveyed to Hamilton Plaza, LLC., and Hamilton Zar, LLC., in Official Record 7683, Page 879 of the Butler County Ohio Recorder's Office; thence along the easterly line of said Lot #23684 and the westerly line of said Lot #248, South 05°48'26" West, 88.95 feet to the True Point of Beginning;

- thence, from the True Point of Beginning thus found, continuing along said easterly line of said Lot #23684 and the westerly line of said Lot #248, South 05°48'26" West, 53.69;

Emergency Ordinance No. CR 2011-9-29 (cont'd)

thence, leaving said easterly line of said Lot #23684 and the westerly line of said Lot #248, South 85°22'56" West, 312.25 feet;

thence, North 86°28'57" West, 300.15 feet to a point on the northerly line of Lot #23685 as conveyed to Hamilton Plaza, LLC., and Hamilton Zar, LLC., in Official Record 7683, Page 879;

thence, along said northerly line of said Lot #23685, North 83°58'13" West, 58.93 feet to a found mag spike on the easterly right of way line of Dixie Highway (S.R. #4);

thence, leaving said northerly line of said Lot #23685, along said easterly right of way line, North 07°11'47" West, 20.54 feet;

thence, leaving said easterly right of way line, South 83°58'13" East, 63.20 feet;

thence, South 86°28'57" East, 298.29 feet;

thence, North 85°22'56" East, 248.92 feet;

thence, North 00°57'56" 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 #8484 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.



Office of the City Manager

City of Hamilton, Ohio
One Renaissance Center
345 High Street, 7th Floor
Hamilton, Ohio 45011
Telephone 513 765-7002
FAX 513 765-7010
www.hamiltoncity.org

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).

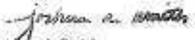
Consistent with discussions between the Hamilton City School District and the City of Hamilton, the City would like to enter into a non-binding relationship with the Hamilton City School District to consider the cost savings that compressed natural gas can provide, specifically by tapping into the existing 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 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,


Joshua A. Smith
City Manager

Acknowledged and Accepted by the Hamilton City School District


Ms. Janet Baker, Superintendent

February 22, 2012
Date



Figure 2 - Signed Partnership Agreement - Hamilton City Schools



Founded 1791

Office of the City Manager

City of Hamilton, Ohio
One Renaissance Center
345 High Street, 7th Floor
Hamilton, Ohio 45011
Telephone 513 785-7002
FAX 513 785-7010
www.hamilton-city.org

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.

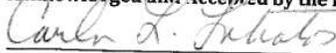
If a mutual agreement can't be reached on the future usage of our facility, either party may withdraw from this process without penalty.

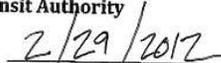
We look forward to working with Butler County Regional Transit Authority on collaborating for a cleaner, more fuel efficient region.

Sincerely,


Joshua A. Smith
City Manager

Acknowledged and Accepted by the Butler County Regional Transit Authority


Carla L. Lakatos, Executive Director


Date

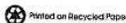


Figure 3 - Signed Partnership Agreement - BCRTA

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, 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 \$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


BCRTA, Board President


BCRTA, Executive Director

Figure 4 - BCRTA Resolution for Establishing Partnership