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OPPORTUNITY & PACKAGE DETAILS:

Opportunity Number:	EDA-DEN-TA-DRO-2018-2005549
Opportunity Title:	EDA Denver FY 2016-FY 2019 Planning Program and Local Technical Assistance Program
Opportunity Package ID:	PKG00239444
CFDA Number:	11.303
CFDA Description:	Economic Development Technical Assistance
Competition ID:	
Competition Title:	
Opening Date:	03/20/2018
Closing Date:	12/11/2020
Agency:	Department of Commerce
Contact Information:	www.eda.gov/contact

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS00582540
Application Filing Name:	Front Range Dual-Service Rail Park of Southern Colorado
DUNS:	0407295840000
Organization:	GREATER COLORADO SPRINGS CHAMBER AND EDC, THE
Form Name:	ED-900 General Application for EDA Programs
Form Version:	1.0
Requirement:	Mandatory
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FORM ACTIONS:



ED-900 – General Application for EDA Programs

A. Applicant Information

A.1. EDA Application Identifier (if available):

A.2. Please identify all applicants for this project:

	Name	SAM.gov CAGE Code	SAM.gov Registration Expiration Date	Fiscal Year End Date (mm/dd)
Lead Applicant	COLORADO SPRINGS CHAMBER & ECONOMIC DEVELOPMENT CORPORATION	7X5X3	10/31/2021	12/31
Co-Applicant 1				

B. Project Information

B.1. Define and describe the region in which the investment (project) is located

The "Region" immediately adjacent to the project is defined as the Census Tracts (Figure 1) and the Region map identifying the Project Site (Figure 2). The Region includes three (3) Opportunity Zone, Census Tracts 0040.08, 0045.01 and 0063.02. The Region per capita income is less than 65% or the national average. The positive economic impact of the project will reach Pueblo, El Paso, Fremont and Teller Counties in Southeastern Colorado. A 25-mile radius from the project site reaches multiple Low-Moderate Income areas as defined by the U.S. Housing and Urban Development Low-Mod map as promulgated by the Colorado Division of Local Affairs (Figure 3). Community partners initiated this economic development project with two defined goals: 1) Ensure the retention and accommodate expansion of Fort Carson as the region's largest employer through redundancy and resilience in the Fort's rail-served deployment capacity; and, 2) Create new, high quality manufacturing jobs.

B.2. Describe and outline the scope of work for the proposed EDA investment

The Colorado Springs Chamber of Commerce and Economic Development Corporation (a nonprofit) is the applicant requesting Technical Assistance funds. These funds will be used to complete the Tasks below for the Front Range Dual-Service Rail Park of Southern Colorado. This community initiative reflects the collaborative efforts of a public/private partnership (P3) that includes El Paso County, the Edw. C. Levy Co., the City of Fountain, the City of Colorado Springs, and the Chamber & EDC (collectively, the P3 Partners). The Public/Private Partnership has worked diligently and collaboratively over the past 2.5 years in an effort to support Fort Carson's readiness by developing a southern rail spur while

attempting to create new jobs in the Region via an industrial rail park with dual service. Dual service means both Union Pacific RR and Burlington Northern Santa Fe RR are capable of serving both Fort Carson and the rail park. The grant will define the opportunities and constraints associated with construction of the rail spur and economic development of an industrial rail park. Task 1 will bring clarity to the workforce in the selected region which includes many economically distressed workers. It also includes military personnel and families due to a proximity to the military base. The deliverables will include details on existing training and education programs that can enhance the likelihood that this population will be prepared for these jobs. Task 2 seeks to provide concrete documentation that all necessary infrastructure to serve both the industrial park and Fort Carson are in place and readily available. All indications are that this is the case and NO grant funds will be spent on design or construction of facilities on private property. Task 3 is designed to engage the Class 1 railroads with respect to operations on a segment of trackage that will be used by both. In addition, the existing rail on lands owned by the City of Colorado Springs is used for service to the Ray Nixon Power Plant, a coal-fired generation facility slated for decommissioning no later than the Year 2030. The past decade has been extremely challenging for Colorado with respect to wildfires and the challenges of forest health and mitigation of wildfire risks. So Task 3 will also investigate the opportunities for movement by rail of forest products for both industrial uses (including steam) and energy generation. Where and how could the Class 1 railroads move raw wood materials in part as an offset to the decline of regional coal deliveries? Finally, Task 4 is intended to summarize these findings, particularly the relationship between distressed economic areas and the opportunity to benefit from the development of new jobs based on public and private investment in rail infrastructure. The Scope of Work for the proposed EDA investment has five (5) elements. These include:

Task 1 - Available Workforce

- An analysis of the existing workforce and residents within a 30-minute commute time of the proposed site.
- A review of existing workforce training programs that could be used by workers or employers at the site.
- A review of programs that can help veterans and military spouses qualify for programs at the proposed site.
- Compile letters of support for the community to further help connect veterans and military families find employment opportunities at the proposed site.

Task 2 - Local Infrastructure Capability

- Define the available site utilities requisite for a successful rail park, i.e. water, sewer, power, steam, telecommunications, broadband, etc.
- What are the tradeoffs and opportunities in the local and regional highway transportation network that influence the industry/job types attracted to the rail service?
- What industries that serve the U.S. Army might find the location adjacent to Fort Carson attractive?
- What role might the Colorado Springs Utilities power generation capacity play in attracting employers within the context of the retirement of the Nixon coal-fired powerplant?

- Are there carbon credits or other environmentally beneficial aspects that can increase the attractiveness of the rail park to employers?
- Does this site present an opportunity, perhaps a unique opportunity, for a biomass/biorefinery location?

Task 3 - Dual Service and Freight Rail Capacity

- What is the current capability of Burlington Northern Santa Fe RR to serve the site?
- What is the current capability of Union Pacific RR to serve the site?
- What type of rail park entity is appropriate for interaction with the Class 1 RR's?
- Should the two Class 1 RR's have separate rail yards for operation?
- Are there local rail facilities, like the BNSF yard in downtown Colorado Springs, that could relocate to this rail park?
- What are the current trends in rail service with respect to heavy manufacturing?
- What are the current trends in rail service with respect to trans-load and shipping container movements?
- What is the competitive matrix for the project?
- Can the rail project aid the development of passenger rail on the Front Range of Colorado?

Task 4 - Deliver an Integrated Report

Task 5 - Fiscal Agency

The Applicant prepared a Workforce Analysis for the project in 2018 in support of a USDOT grant. Task 1 will be performed by the Applicant to further refine the nature of the workforce. Task 5 will also be performed by the Applicant. The Applicant has managed \$281,000 of funding for the Railroad project since its inception in May, 2018.

SUMMARY

Task #1 Workforce

Task #2 Local Infrastructure Capacity

- Local Infrastructure definition
- Transportation definition
- Highway/rail Logistics Pro & Con
- US Army industry specific transportation
- Electric Generation and Steam
- Biomass Pro & Con
- Biomass Watershed Benefits
- Carbon Credit Potential

Task #3 Dual Service & Freight Rail Capacity

- Rail Capacity
- Dual Service Benefits
- Rail Operations at Park
- Rail Benefits/Market/Biomass
- Rail Competition/Passenger Benefits

Task #4 Integrated Report

Task #5 Fiscal Agency

B.3. Economic development needs

B.3.a. Does the region in which the project will be located have a Comprehensive Economic Development Strategy (CEDS)?

Yes If Yes, what is the source?

No If No, then please check one:

B.3.a.i. An alternate strategic planning document that governs this investment is attached.

CSCEDC Strategic Plan Excer

Add Attachment

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B.3.a.ii. This investment is to develop a "strategy grant" to develop, update or refine a CEDS.

B.3.b. Describe the economic conditions of your region and the needs that this project will address.

The immediate area surrounding the Fort Carson Military Reservation is characterized by a population with an average per capita income below 65% of the national average. Many of these citizens are either active military personnel, military spouses or military veterans. Creation of jobs for all citizens within this region is the primary need to be addressed by the investment, by validating the potential of a rail-served industrial park to create new, quality jobs with valid accessibility to that demographic group.

At the same time, a second rail access for Fort Carson's deployment capacity is fundamental to sustaining the region's single largest employer. The current commanding officer of Fort Carson recently stated: "This community led effort to develop a rail business park would support Fort Carson's potential future need to connect to rail off our eastern boundary and directly enables our highest priority readiness-related military construction project, the development of our southern railhead." The public/private partnership (P3) that has actively pursued development of the project over the past five (5) years has a continuing commitment to coordinate development of the project site with the Fort Carson's Garrison Commander.

The public/private partnership was finalized in May, 2018, following approval of a Memorandum of Understanding (MOU) by the El Paso Board of County Commissioners. Public partners include El Paso County, the City of Fountain and the City of Colorado Springs. The private landowner, Edw. C. Levy Co. of Detroit, MI, owns approximately 2,500 acres of raw land which could be developed as an industrial rail facility. The MOU is administered by the Greater Colorado Springs Chamber of Commerce and Economic Development Corporation (CSCEDC), a non-profit that provides leadership and fiscal agency to the P3 entity.

B.4. Applicant's capability

Briefly describe the applicant's capability to administer, implement, and maintain the project.

The Applicant has been "Administrator and Fiscal Agent" for the project as defined in the Memorandum of Understanding since May, 2018. During that period, the applicant has managed the funds for the initiative, participated directly in submission of grants and actively kept the community and elected leaders apprised of the progress of the public/

private partnership. The Applicant has managed \$281,000 of funding for the Railroad project since its inception in May, 2018.

B.5. List and describe the strategic partners and organizations to be engaged in this project

The primary partners are El Paso County, the City of Fountain and the City of Colorado Springs and the private landowner, Edw. C. Levy Co. of Detroit, MI. The project team has coordinated its efforts with another community initiative, Fort Carson Task Force 2022, which has focused on five (5) elements to support the mission of Fort Carson: Four (4) at the Pinon Canyon Maneuver Area in Las Animas County, Colorado, and the fifth the southern railhead project described above. Similarly, Colorado Springs Utilities (CSU), a municipally-owned, four-service provider operating as an enterprise of the City of Colorado Springs, has contributed and has stated it will continue to contribute staff time along with legal and engineering review in support of the initiative.

None of the funding will be applied to lands owned by the private partner in the MOU. All Tasks are oriented to describing resource availability, the operational paradigms of the two (2) Class 1 Railroads and fiscal management.

B.6. Describe the investment (project) impact and fit with EDA funding priorities

The project is strongly supported by regional stakeholders including El Paso County, the Cities of Colorado Springs and Fountain, the United States Army and the private landowner. The private landowner is providing matching funds (no funding will be spent on private property) along with El Paso County and the City of Fountain. The Applicant has demonstrated its organizational capacity to manage the fiscal elements of the P3 initiative, coordination between the member entities and leadership within the community to define the project's regional benefits. The project is directly aligned with EDA's current Investment Priorities by providing Recovery and Resilience in three Opportunity Zones as the community recovers from COVID 19. The project will foster creation of high-quality jobs and promote private investment in the regional economy. The greater project region stands to gain an estimated 5,000 new jobs with full development of the industrial rail park. The grant is intended to coordinate services by and between two (2) Class 1 Railroads, Burlington Northern Santa Fe and Union Pacific. The competitive nature of dual-service, and its attractiveness to rail-centric industries, will further enhance the job creation potential. The Applicant has the matching funds in hand from the project partners.

B.7. Identify the proposed time schedule for the project

The Project will commence within 30 days of receipt of notice. The Applicant intends on soliciting competitive proposals for Tasks 2, 3 & 4. Following selection of vendors, Tasks 2 & 3 are projected to take six to nine months, Task 4 will take approximately 60 to 90 days to generated an Integrated Report. Total duration, including solicitation of vendor proposals, is estimated at approximately one year.

B.8. Economic impacts of the project

B.8.a. Please describe the economic impacts of the project:

In 2017, the Applicant engaged the community in a strategic planning process for economic development programs and services. The report, written by consultant Jay Garner, reinforced a commitment from the Colorado Springs

region to continue to focus on the Aerospace and Defense and Medical Device Manufacturing industry sectors. Although the region is home to many companies in these industries, the region has missed out on a significant number of opportunities to attract and grow additional investments as the region lacks sites with rail access. Since 2008, the Applicant has received dozens of inquiries from attraction projects either requiring rail access or strongly preferring rail access. This rail-specific project activity represents a combined lost opportunity to pursue and secure over 5,000 jobs due to a lack of sites with rail access. If the region had real estate opportunities with rail access, the region would have likely been selected for a few of these opportunities, creating a strong ripple effect in the local economy, particularly in the Southern portion of the City of Fountain where many low wage households are located. The missed opportunity due to lack of rail has had a significant negative impact on some of the region's most vulnerable households. Completed this proposed rail park would allow the region to better support its targeted industries and support many low income households in the surrounding area through increased job opportunities.

Additionally, in 2019, a conservative scenario for economic impact was run through the IMPLAN economic modeling program by the Applicant in preparation for a U.S. Department of Transportation BUILD grant application. That impact analysis was run using industries and job counts from specific lost opportunities as recorded by the Colorado Springs Chamber & EDC. The analysis found that a successful rail park development is likely to conservatively bring 3,201 direct jobs to the region (\$237,172,127 in new payroll) and 1,227 indirect jobs (\$68,252,479 in new payroll) to the region over a 10 year period. The estimated conservative 10 year impacts of the entire project including direct, indirect, and induced impacts is an estimated \$1.28 billion.

B.8.b. Please identify the total estimated jobs and private investment that is expected to be generated by this project:

Estimated Jobs Created	Estimated Jobs Retained	Estimated Private Investment

B.8.c. Please identify the source of Estimates above (check as many as apply):

- Letters from Beneficiaries of the Project
- Input/Output Model (e.g. IMPLAN, REMI)
- Comparison to Similar Projects
- Other Method (specify below)

B.9. Beneficiaries of the project

Beneficiary Name	NAICS Code	Estimated Jobs Created	Estimated Jobs Retained	Estimated Private Investment
Total				

B.10. Non-EDA funding for the project

B.10.a. Are all non-EDA funds committed to the project, available as needed, and not conditioned or encumbered in any way that would preclude their use consistent with the purpose of the project?

Yes No (explain below)

B.10.b. Identify the source, nature and amount of all non-EDA funds.

Source	Amount	Date Available	Type	Restriction/Comments
Colorado Springs Chamber and Economic Development Corporation	\$30,000.00	11/15/2020	Cash	None

B.10.c. Does the applicant plan to seek other federal financial assistance as part of or in connection with this project? If so, please describe the source, amount and any terms and conditions of the funding, and when the funding will be available for use by the applicant.

Yes (explain below) No

B.10.d. Please attach documentation confirming non-EDA (matching or cost share) funding:

EDA Grant FundingStatusLett

Add Attachment

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B.11. Justification for sole source procurement

Will you contract work to complete part or all of this project?

B.11.a. No

B.11.b. Yes If yes, will contracts be awarded by competitive bid?

B.11.b.i. Yes

B.11.b.ii. No

If contracts will not be awarded by competitive bid, please provide a justification. A cost analysis will be necessary when adequate price competition is lacking, and for sole source procurements.

B.12. Equipment

Will any funds be used to purchase equipment?

B.12.a. No

B.12.b. Yes

If yes, will project funding be used to install the equipment?

Yes

No

Please attach a list, including cost, description, purpose, and estimated useful life of any equipment that will be purchased as a part of this project.

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C. Regional Eligibility

C.1. Region

Define the area/region that is the basis for the applicant's claim of eligibility. EDA will review and evaluate documentation submitted by the applicant to verify and determine eligibility.

The Region was defined by those census tracts most closely situated to Fort Carson and the Project Site in unincorporated El Paso County south and west of the City of Fountain, Colorado. The focus of Task 1 Workforce is intended to understand and strengthen the workforce within the Region in support of future industrial rail park jobs. The Region is also home for many active military, military spouses and retired military who serve or work on the Fort Carson complex.

C.2. Source of data provided for regional eligibility determination

Check the box denoting what data source you used to establish eligibility:

C.2.a. The most recent ACS data published by the U.S. Census Bureau.

C.2.b. The most recent other federal data for the region in which the project is located (e.g., U.S. Census Bureau or the Bureaus of Economic Analysis, Labor Statistics, Indian Affairs, etc.).

C.2.c. If no federal data are available, the most recent data available through the state government for the region in which the project is located.

C.2.d. Other data to substantiate regional eligibility based on a "Special Need" as defined in 13 C.F.R. § 300.3.

Please attach a copy of the documentation used to support your claim of eligibility:

Region EDA Tract-Based Dist

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C.3. Economic Distress

Check all that apply in establishing regional eligibility (see FFO for more details):

- C.3.A. Unemployment rate
- C.3.B. Per capita income
- C.3.C. Special need, including:
 - Substantial out-migration or population loss;
 - Underemployment; that is, employment of workers at less than full-time or at less skilled tasks than their training or abilities permit;
 - Military base closure or realignment, defense contractor reductions-in-force, or U.S. Department of Energy defense-related funding reductions;
 - Natural or other major disasters or emergencies;
 - Extraordinary depletion of natural resources;
 - Closing or restructuring of an industrial firm or loss of other major employer;
 - Negative effects of changing trade patterns; or
 - Other circumstances set forth in the applicable FFO (please explain below).

C.4. Substantial direct benefit

If the project does not meet any of the criteria above, is it located in an Economic Development District (EDD), and will it provide substantial direct benefit to residents of an area within that EDD that does meet the distress criteria?

- Yes No

Which Economic Development District?

Please explain how the proposed project will provide a substantial direct benefit to this geographic area within the EDD.

D. Budget and Staffing

To be completed by applicants for non-construction assistance only

D.1. Budget justification

Task 1 and Task 5 will be implemented by Ms. Cecilia Harry, Chief Economic Development Officer (hourly rate \$110.85) and her team which includes for Task 1: Breann Preston (\$54.04/hour) Director of Business Intelligence, Dani Barger (\$58.89/hour) Vice President, Marketing and Communications and Andrea Mensink (\$40.35/hour) Communications Coordinator, and for Task 5: Marjori Langhoff (\$44.12/hour) Controller. Personnel Costs

total \$5,200.00 for Tasks 1 & 5, Fringe Benefits total \$1,300.00 for Tasks 1 & 5. Tasks 2, 3 & 4 will be contract work. Estimated costs are based on regional engineering firms hourly billing rates and projections of total hours required to accomplish the Tasks. The applicant anticipates multiple contracts for completion of Task 2 & 3, including a carbon credit expert and local infrastructure expertise. The Applicant will coordinate between consultants and anticipates a vendor with rail and report generation capacity to integrate elements of Tasks 2, 3 & 4, including collaboration with independent contractors providing expertise in subtasks under Tasks 2 & 3 as described above.

D.2. Indirect costs

Each of the public/private partners in this economic development initiative have covered the cost of its own overhead and indirect costs for the project.

D.3. Key applicant staff

Ms. Cecilia Harry, Chief Economic Development Office; Marjori Langhoff, Controller;

E. Administrative Requirements

E.1. Civil rights

E.1.a. Does the applicant understand and agree to comply with all applicable civil rights requirements (see 13 C.F.R. § 302.20)?

Yes

No (explain below)

E.1.b. Do identified "Other Parties," businesses that will create and/or save fifteen or more jobs as a result of the EDA project, understand and agree to comply with all applicable civil rights requirements, including the requirement to provide signed assurances of compliance (ED-900B)?

Not Applicable (No Other Parties Identified)

Yes

No (explain below)

E.2. Lobbying certifications

Will you be able to comply with federal requirements regarding lobbying?

Yes

No (explain below)

E.3. Compliance with Executive Order 12372, State Single Point of Contact (SPOC)

Does the state in which the project will be located have a project review process that requires submission to a Single Point of Contact (SPOC)?

- E.3.a. No. Go to Question E.4
- E.3.b. Yes

If Yes, does this request for EDA investment assistance meet the SPOC process established by the state?

- E.3.b.i. No
- E.3.b.ii. Yes

Please explain why not

If Yes, were SPOC comments/clearance received?

- E.3.b.ii.a. Yes

Please attach the comments/clearance:

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- E.3.b.ii.b. No. The review period has expired and no comments were received.
- E.3.b.ii.c. No. Comments have been requested but the review period has not yet expired.

Please attach evidence of your request for comments:

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E.4. Single Audit Act Requirement

E.4.a. Does the applicant understand and agree to the requirements of subpart F of 2 C.F.R. part 200 regarding federal audits?

- Yes
- No

E.4.b. Is the applicant currently audited under the Single Audit Act?

- E.4.b.i. No
- E.4.b.ii. Yes, If yes:

E.4.b.ii.a. What is the date of the most recent audit?

E.4.b.ii.b. Was this audit submitted to the Federal Audit Clearinghouse?

- Yes
- No

F. Requirements for Non-Governmental Applicants (Excluding Public Universities and Certain District Organizations)

As indicated below, non-governmental applicants (excluding public universities and district organizations) must also provide a copy of the following items, either using the Attachments form that is part of the application package downloaded from www.Grants.gov or providing a hard copy.

F.1. Non-profit organizations must provide a current Certificate of Good Standing from the State in which they are incorporated.

CERT GS CSCEDC.pdf

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F.2. New non-profit organization applicants must provide their Articles of Incorporation and By-Laws. Non-profits with an active EDA grant must either provide a) a revised copy of their Articles of Incorporation or By-Laws if these have been amended or b) a statement certifying that there has been no change in the organization's Articles of Incorporation or By-Laws.

art restated 2.pdf

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F.3. Non-profit organizations must provide a resolution passed by a general purpose political subdivision of a State (e.g., local government entity) or a letter signed by an authorized representative of a local government acknowledging that the applicant is acting in cooperation with officials of the political subdivision. EDA may waive this requirement for certain projects of significant regional or national scope (see 13 CFR § 301.2(b)).

El Paso County Resolution 1

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F.4. If applying for a construction or RLF investment, an applicant must afford the appropriate general purpose governmental authority a minimum of 15 days to review and comment on the proposed project (13 CFR § 302.9(a)).

Will the applicant be able to provide these comments?

Yes

Not applicable, because the applicant is not applying for a construction or RLF grant

Not applicable, because this requirement has been satisfied under an existing RLF plan

No, for another reason (explain below)