

# Build Kansas Fund | Fiscal Year 2024 Application Package | Memo



To: Senator Ty Masterson, Chair, Build Kansas Advisory Committee  
Murl Riedel, Kansas Legislative Research Department  
Shauna Wake, Office of the Kansas State Treasurer

From: Vanessa Lamoreaux, Kansas Department of Transportation

RE: Build Kansas Fund Application # 2024-002-FHRC

Date: October 19, 2023

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Attached, please find an application made to the Build Kansas Fund by the City of Ogden.

The application packet includes the following items:

- Coversheet – provides a high-level overview of the application including a unique identification number for the application and tracking information for the application review and advice process. (Page 1, upper LEFT corner page number reference)
- Build Kansas Fund Application – includes information the applicant submitted with the Build Kansas Fund Application. Please note this applicant provided their Bipartisan Infrastructure Law (BIL) grant application narrative. (Page 2-8, upper LEFT corner page number reference)
- Attachments – BIL grant application narrative provided as part of the Build Kansas Application submission but called out here for reference and special notes. (Page 9-16), upper LEFT corner page number reference)

## **Project Overview**

The city seeks to improve the connectivity and accessibility for the Riley Avenue Corridor which is an essential component of the Fort Riley transportation network. Fort Riley is one of the largest employers in the region and provides \$1.88 billion to the regional economy. The Corridor is the main thoroughfare through Ogden and carries approximately 16,000 vehicles per day. In addition to commuter traffic, Riley Avenue is Ogden’s “Main Street”. Running East-West, Riley Avenue quite literally separates Ogden in half, with a large neighborhood north (including low-income housing) of Riley Avenue and essential services (school, community center, post office, city hall, library, internet access, public transportation, shopping, parks, etc.) south of the corridor. Project benefits include improved safety, connectivity for motorists and pedestrians to good paying jobs, improving access to resources, and improving citizens quality of life.

The city has submitted a BIL grant application to the U. S. Department of Transportation for the Reconnecting Communities Pilot (RCP) program. The city seeks Build Kansas Funds to supplement their planned local match.

RCP applications were due on September 28 2023. Although the RCP application has been

officially submitted, the Kansas Infrastructure Hub and Build Kansas Steering Committee recommended the city submit a Build Kansas Fund Application as no Federal Award has been made for this project.

### **Build Kansas Fund Steering Committee Recommendation**

The Build Kansas Fund Steering Committee reviewed this application on October 18, 2023, following a successful completeness check. The Steering Committee **RECOMMENDS APPROVAL** of Build Kansas Funding to the Build Kansas Advisory Committee for final advice.

# Build Kansas Fund | Fiscal Year 2024 Application Package | Coversheet



Build Kansas Fund Application Number	2024-002-FHRC
Project Name	City of Ogden, Reimagining Riley Avenue for Better Connection and Mobility
Entity Type	Local Government
Economic Development District (EDD) Planning Commission	Flint Hills EDD Flint Hills Regional Council
Infrastructure Sector(s)	Transportation
BIL Program	US DOT – Reconnecting Communities Pilot (RCP) Disc Grant Program, Highway Planning and Construction
BIL Program Type	Discretionary
BIL Application Deadline	9/28/2023
Build Kansas Fund Request	\$399,000
Technical Assistance Received	General <span style="float: right;">No</span>
	BIL Application <span style="float: right;">Yes</span>
	Build Kansas Fund Application <span style="float: right;">Yes</span>
	Other (Brief Description): The City reached out to obtain feedback on their draft federal application narrative, and guidance on applying to the Build Kansas Fund and assistance was provided by designated POC.
Application Notes	Build Kansas Fund Contribution of \$399,000 may unlock \$1,596,000 in federal BIL funding

<b>Build Kansas Fund Deadline</b>	<b>11/15/2023</b>
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<b>Steering Committee Funding Recommendation</b>	<b>10/18/2023   Recommend</b>
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<b>Advisory Committee Target Review</b>	<b>10/26/2023</b>
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<b>Advisory Committee Funding Advice</b>	<b>10/26/2023   Recommend or Deny</b>
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**Completeness Review Data**

Date Build Kansas Application Received:	10/4/2023
Date Of Completeness Check:	10/4/2023
Date Forwarded to Steering Committee:	10/20/2023

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Title **City of Ogden** 10/04/2023  
by **Angela Schnee** in **Build Kansas Fund Fiscal Year 2024 Application** id. 44292770  
222 Riley Av.  
PO Box C  
Ogden, Kansas  
66517  
United States  
7855390311  
zoning@ogden-ks.gov

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**Original Submission** 10/04/2023

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Part 1: Applicant Information

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The name of the entity applying for the Build Kansas Fund: City of Ogden

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Project Name: Reimagining Riley Avenue for Better Connection and Mobility

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Entity type: Local Government

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Applicant Contact Name: Angela Schee

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Applicant Contact Position/Title: Zoning Administrator/Planner

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Applicant Contact Telephone Number: +17855390311

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Applicant Contact Email Address: zoning@ogden-ks.gov

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Applicant Contact Address: 222 Riley Ave.

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Applicant Contact Address Line 2 (optional): PO Box C

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Applicant Contact City: Ogden

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Applicant Contact State: Kansas

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Applicant Contact Zip <sup>3</sup> 66517  
Code:

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Is the Project Contact the same as the Applicant Contact? Yes

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Part 2: Build Kansas Fund - Eligibility Criteria

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Certify that you are pursuing a viable Bipartisan Infrastructure Law (BIL) funding opportunity for which your entity is eligible: Yes

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Certify that the Bipartisan Infrastructure Law (BIL) funding opportunity you are pursuing has a non-federal match component: Yes

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What is the primary county that the project will occur in? Riley County

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The Build Kansas Fund is intended to support Kansas-based infrastructure projects. Please provide a list of all the zip codes this project will be located in, along with an estimated percent [%] of the project located in that zip code. For example, if seeking funding for road infrastructure, provide a rough percent of the roads expected in each zip code:

[Zip Code Percentage.xlsx](#)

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Part 3: Bipartisan Infrastructure Law (BIL) - Grant Application Information  
Please Note: This information is related to the federal Bipartisan Infrastructure Law (BIL) funding opportunity to which you will apply. This is NOT information for the Build Kansas Match Fund.

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Please enter the Bipartisan Infrastructure Law (BIL) funding opportunity title that the entity is applying for: Reconnecting Communities Pilot (RCP) Discretionary Grant Program, Highway Planning and Construction

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What is the federal funding agency for this Bipartisan Infrastructure Law (BIL) funding opportunity? U.S. Department of Transportation

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What is the Assistance Listing Number (ALN) for this Bipartisan Infrastructure Law (BIL) funding opportunity? DOT-RCP-FY23-01, DOT-NAE-FY23-01

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What is the application due date for this Bipartisan Infrastructure Law (BIL) funding opportunity? 9/28/2023

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What is the federal fiscal year for this Bipartisan Infrastructure Law (BIL) funding opportunity? 2024

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Enter the amount of funding being applied for, from the Bipartisan Infrastructure Law (BIL) funding opportunity: 1596000.0

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Part 4: Build Kansas Fund - Match Application Information

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Enter the match amount requested from the Build Kansas Fund: 399000.0

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Is the project able to move forward with a lesser match amount than requested? Yes

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5  
If you are awarded 349000.0  
less match than the  
amount requested, at  
what amount would  
your project NOT be  
able to move  
forward?

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Expected breakdown of funding sources to support the project: Enter the funding source and projected amount from each source to support this project:

[Kansas DOT table.xlsx](#)

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Part 5: Build Kansas Fund - Means Test

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Confirm that there are no available funding sources currently planned to go unused by your entity that could be leveraged for this project: Yes

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Confirm there are no available American Rescue Plan Act (ARPA) or Coronavirus State & Local Fiscal Recovery Fund monies that could be used for this match: Yes

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Confirm that you have explored other readily available funding sources (federal or non-federal) to be used for this match: Yes

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Briefly describe your efforts to find other available funding sources for this project: We have applied for other federal grants:  
DOD-DCIP  
DOT-SS4A  
Kansas Department of Commerce BASE 2.0

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Part 6: Additional Information

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Please upload a copy of the Bipartisan Infrastructure Law (BIL) program application associated with this request OR a 2-page executive summary providing an overview of the project:

[Narrative\\_Submitted.pdf](#)

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Provide any additional information about this project (optional):

Part 7: Terms and Conditions

Understanding of Fund Release Requirements: checked

Understanding of Use of Funds: checked

Understanding of Reporting Requirements: checked

Authority to Make Grant Application: checked

Persons and Titles: Angela Schnee  
The following persons are responsible for making this Build Kansas Fund application.

Position/Title: Zoning Administrator

Additional:

Position/Title:

Additional:

Position/Title:

Additional:

Position/Title:

**Internal Form**

Pre-Award Information:

Post-Award Information:



Zip Code	% of project in zip code	State
66517	100	KS

100

Source	Amount
BIL Grant Funds	1596000
Build Kansas Funds	399000
Applying Entity Funds	0

TOTAL	1995000
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## Overview

The City of Ogden, KS is a rural community of 1,661 located adjacent to Fort Riley (United States [US] Army base), The City is pursuing funding for the Riley Avenue Corridor (the Corridor [the project area]), for new roadway and transit services. The Corridor is an essential part of Fort Riley's external transportation network. It is the only entrance to Fort Riley from the east, for service members (1,248), their families, civilian workers (835 Department of the Army civilian workers), retired, and civilian contractors. Fort Riley is one of the largest employers in the region and provides \$1.88 billion to the regional economy. Safe efficient access to the fort is essential to the region and the state.

The Corridor is the main thoroughfare through Ogden and carries approximately 16,000 vehicles per day. In addition to commuter traffic, Riley Avenue is Ogden's "Main Street". Running East-West, Riley Avenue quite literally separates Ogden in half, with a large neighborhood north (including low-income housing) of Riley Avenue and essential services (school, community center, post office, city hall, library, internet access, public transportation, shopping, parks, etc.) south of the corridor. Additionally, Riley Avenue is the primary connection to the Manhattan Regional airport, the City of Manhattan, and the Flint Hills Region (the Region) Fig.1. The multiple demands and current design of Riley Avenue make it unsafe for users and challenging for Ogden residents and commuters alike. The anticipated project benefits include improving safety, connection for motorists and pedestrians to good-paying jobs and improving access to resources and bettering Ogden citizens quality of life.

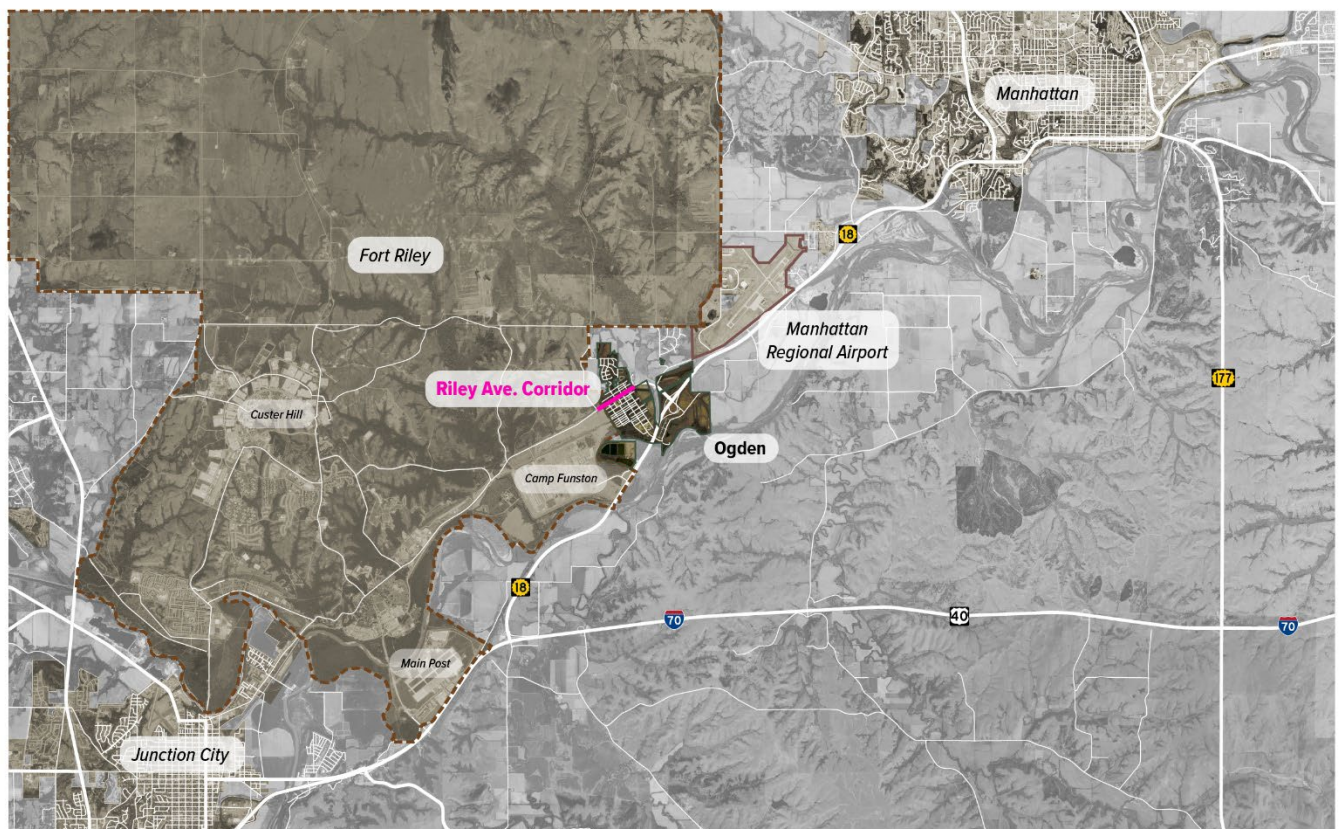
The complete project will include, curb extensions, rapid flash beacons at the crosswalks at North Park and North Elm streets, a pedestrian hybrid beacon at Walnut Street, widened sidewalks for multi-modal use, addition of traffic calming measures, filling gaps in the tree canopy, reconstruction of Riley Avenue roadway, replacement of water and sewer infrastructure to provide higher capacity, and replacement of the storm water system to better handle flooding on the roadway. The project would also complete gaps in the sidewalk network to allow for safe and efficient travel for all users. The Estimated total project costs for construction are \$9,421, 972. Fig. 2,3,4.

The City is requesting funds to further the construction project by completing planning steps that are necessary to move on to construction. If awarded funds the city will be able to make data driven informed decisions as how to best integrate transportation for everyone using the Riley Avenue corridor and connect the city in a way that has not been possible in decades. It will allow the city to prepare much stronger funding applications in the future and ensure that the design decisions made now will produce the safety and connectivity the city needs to thrive as it moves into the future. The planning phases that remain to be completed are, A Hydrology Study of stormwater system with analysis of green infrastructure (bioswales, catchment, permeable surfaces, etc.) as solutions for stormwater, NEPA review, Preliminary engineering, assessment and relocation of utilities, Conceptual Designs, Feasibility for ADA compliant sidewalk N. Park St., Sidewalk network inventory, Analysis of environmental conditions and impacts, data collection to establish baseline of existing conditions, research into innovative transportation solutions, Concepts and budget design in a modular format so we can plug and play pieces according to funding source requirements. Benefit-Cost analysis, transit study, feasibility for expanded services of

the K-18 connector. Consultant to work with Ft. Riley for access of public transit, bus stop concept design and costing, analysis of connections to employment centers, workforce development opportunities, adult education, and student recreation (many of Ogden's students don't participate in extracurricular activities because they have no way to get home.)

## Location and Map

Riley Avenue from Honeydew Lane to Huebner Road (Fort Riley Ogden Gate entrance); North Park Street from the Harris Road to Riley Avenue, South Walnut Street from Riley Avenue to Cimarron Trail; intersection of South Walnut Street and Cimarron Trail to the Kansas River Access Ogden Boat Ramp, City of Ogden, Kansas (KS) *full size map images included in supporting documents.*



Map 1: Regional Context Map, created by Abigail Danner FH MPO



Map 2: Reimagining Riley Avenue, created by Abigail Danner FH MPO

## #1: Equity and Environmental Justice

Ogden is considered an Area of persistent poverty (Areas of Persistent Poverty and Historically Disadvantaged Communities Tool) Fig. 5 and according to the US Census the median income for Ogden is \$47,900 which is well below the statewide median of \$68,500 and a high percent of the community is below the 200% poverty level, we are a poor community and have historically faced challenges larger wealthier communities in the region haven't had to address. Ogden also has a high percentage of disabled residents, this is likely due to the high number of Army retirees with a disability, the DOT ETC Explorer shows Ogden in the 96% percentile ranking when compared to the state. Fig.6. Ogden also ranks high in all transportation insecurity factors and is considered disadvantaged in access and safety. When all factors are considered from the DOT, EPA, and US Census tools available Ogden has a history of a young population, high disability rates with high poverty, low access to transportation, health services, higher education, and food sources.

Riley Avenue runs through the center of the study area and acts as a spine bringing residents and visitors into the community from the east, and then dispersing traffic to other portions of the

community from the roadways that connect with it. It has long served as the primary transportation route to Fort Riley and was once classified as Kansas State Route 18. Since the road was at one time included in the state highway system, it was constructed using highway design standards. It was designed for traffic volumes and higher speeds featuring wide travel lanes and shoulders, minimal roadside conflicts (trees, property access points) and no traffic controls (stops signs, traffic lights). This road remained classified on the state highway system until 1977 when a bypass road was built, which connected State Route 18 to the newly constructed Interstate 70. With a new interstate system and dedicated ramp for a new base entrance in place, Fort Riley no longer needed to rely on Riley Avenue to serve as one of its main entrances. Over time, the roadway's Functional Classification was demoted from a Highway to a Collector on the Kansas State Functional Classification map. Yet the highway through the center of Ogden remains relatively unchanged from the way it was originally constructed. The impacts the highway design has for the community and businesses along Riley Avenue are evident. With a roadway designed to prevent stops and slow traffic, the traffic that does utilize Riley Avenue is more prone to be more engaged with driving to get through Ogden instead of driving to engage with Ogden. New businesses have had to utilize suburban design principles to capture the attention of drivers by methods such as: providing a large parking lot in front of their facilities, wide entrance access points so that users can make the turn while at higher speeds, and large pole signs that are visible far enough back that drivers have time to stop. The following are the current streetscape conditions throughout the corridor.

- Large street and lane widths – designed using highway standards
- Lack of street trees (aesthetics, shading and traffic calming)
- Lack of areas with outdoor seating / outdoor merchandising

There are several factors that contribute to the lack of safety and access for all users including Ogden's most vulnerable residents that depend on transportation types other than vehicles. The first is the volume of traffic. Riley Avenue carries up to 16,000 vehicles per day. Traffic is condensed into two time periods, in the morning when people are going to work and, in the afternoon, when they are heading home. These are the same time periods that kids are going to and from school. Ogden's children must cross five lanes of very busy traffic. With the traffic volume comes increased speeds. Reduced speed limits and increased enforcement have not proved enough to slow drivers.

Riley Avenue's current function as a thruway for Fort Riley, as well as its limited pedestrian facilities, means there is both a psychological and physical barrier to potential customers stopping to patronize businesses and for the community to use the corridor as a "main street" not a highway.

## **#2: Access**

The city is in the process of completing a small area plan for the Riley Avenue Corridor. Recommendations from the Ogden Small Area Plan will be used during the design process to ensure the project fits both the city and the region at large. Context sensitive design elements will be incorporated wherever possible, and the landscaping of greenspaces and medians will follow native planting recommendations provided by Kansas State Research and Extension. The reconstruction of Riley Avenue will demonstrate the city's commitment to making the main

business district and transportation system accessible and usable for all citizens. It is the intention that the reconstruction project will allow the city to focus on creating unique public spaces within the corridor that the current planning processes have developed. The city would like to make Riley Avenue function as a safe multimodal transportation corridor. Allowing alternate modes of transportation will encourage people to use public spaces, frequent local business, it demonstrates initiative by the city to attract new businesses and provide a safe environment for all modes of travel and all populations. Conducting a feasibility study on the current public transportation route that serves Ogden, current ridership is approximately 31 trips per day, will hopefully identify opportunities to expand the service area to Fort Riley and Junction City and provide leverage to add additional service days and times. Public transportation is the only option many of Ogden's residents have, to access essential services.

### **#3: Facility Suitability**

Riley Avenue quite literally is a dividing force for the City of Ogden. It is also an essential lifeline that connects the city to the outside region. Riley Avenue was designed as a highway and was not altered when the Kansas Department of Transportation signed the road over to the city in the 1970's. It has become a burden for the citizens of Ogden in many aspects. It is now considered a local road and has not qualified for funding support for maintenance, redesign, or safety improvements. The city has done all that is economically possible to maintain the roadway and implement safety features. Unfortunately, Ogden has not been able to "keep up". This corridor poses some unique challenges for both the city and the region. Riley Avenue is essential for the economic development of Ogden, without the traffic the city would eventually decline like many other rural communities. Lack of access to Fort Riley would make Ogden less attractive to live in as it would not be convenient to access the post without Ogden Gate. Ogden gate also provides access from the east and is the primary access point for all service members, their families, and civilian workers living to the east in Manhattan and Pottowatomie county. Fort Riley is the most important economic driver for the Flint Hills Region, bringing \$1.88 billion into the region annually, and provides some of the highest paying jobs in this part of the state. It is essential that access to Fort Riley remains available through Ogden. Due to the commuter traffic Ogden has struggled to implement solutions for safe multi-modal travel and connection within the city. The proposed planning components will provide the city with quality data and information to finalize design choices (such as green infrastructure, and ADA compatibility) and leverage it into competitive proposals for construction funding. The city's main priority is to create a safe connection between the two halves of the city and will seek to develop additional transportation options for access to the Flint Hills Region. Solving this problem would quite literally be a lifeline for Ogden and its community members.

Riley Avenue not only separates the city spatially it is also the dividing line topographically. The northern half of the city is at a higher elevation than the southern half. The transition from rolling hills and farmland to lower lying river bottoms occurs at Riley Avenue. The water that comes off "the hill" produces flooding on the roadway during heavy rain events and erosion problems for property owners. The outdated storm water system was not designed to handle the amount of water that storms often produce, thereby flooding the roadway and making travel difficult and at times dangerous. The building out of the large neighborhood to the north of Riley Avenue has exacerbated the situation by adding an abundance of impervious surfaces that increase water

speeds and erosion. The outdated stormwater system, which barely exists in many places, is in desperate need of redesign. A hydrology study is needed to ensure the solutions proposed will work and be a final solution to the stormwater challenges the city faces. It is assumed that the addition of vegetated medians and curb extensions acting as bioswales, and a redesign of the stormwater system will allow the roadway to remain free of water during rain events. Getting this infrastructure piece in place will allow the city to invest its available funds in other projects to further develop more affordable housing options, increased water, and sewer capacity to allow development of commercial land in the city, work on existing plans for parks, expansion of Ogden's portion of a regional trail system, and development of Ogden's riverfront. All of these projects will provide new jobs, allow for more transportation options, provide additional opportunities to access the natural environment and greenspaces, show investment in the city, encourage new business, enhance the quality of life for all Ogden citizens, encourage alternate forms of transportation, and finally spur growth.

#### **#4: Community Engagement and Community-based Stewardship, Management, and Partnerships**

The first step the city took early in the planning process was to work with a class with Kansas State, Department of Landscape architecture and Regional & Community Planning to develop concept ideas for Riley Avenue. These concepts were then presented to the community through social media, water bill announcement, design mockups placed at area businesses and the community center. A survey was distributed digitally and by paper at community events. Once community input was compiled aspects of each design were pulled to create a concept that would fit Ogden's needs, according to the community. The city installed a temporary build out of the design concepts as a "better block project". Photos 1, 2, 3. This gave community members the opportunity to see the design in action. The temporary installation remained in place for approximately four weeks giving ample opportunity for everyone to use and interact with the various components of the design. Several of the changes had such a good response that they were made permanent immediately. Again, the city asked for community engagement to make sure the proposed actions would fit the needs of the community and to gauge and evaluate how the design components worked. A high-level plan was developed, and the city began taking action to implement the proposed changes. The city completed a Safe Routes to School Plan which recommended the addition of safety features at the Riley Avenue crosswalks, and completion of the sidewalk network around the school. The ideas were then expanded and formalized in the Ogden Comprehensive Plan 2040 and finally the city is completing a small area plan to address the economic development side of the Riley Avenue Corridor. The city always tries to get participation in advisory groups from a wide range of community segments and has been fairly successful in attaining that goal. City leadership is very aware that the best projects are created when every segment of the community has a voice in the decision-making process. With all planning processes the city provides multiple and varied opportunities for participation, with town hall meetings, community design workshops, and spending time in the community talking to members that might not be able to participate in traditional planning processes, gathering information through events at community gathering spaces, where people feel more comfortable sharing their thoughts in a less formal environment. While the city currently has no formal partnerships for this specific project we do collaborate with many organizations, such as The Flint Hills Regional Council (FHRC), Flint Hills Metropolitan Planning Organization (FHMPPO),



Fort Riley, Riley County, Flint Hills Area Transportation Agency (ATA Bus), Manhattan Area Chamber of Commerce, Manhattan Area Habitat for Humanity, Friendship House of Hope, Manhattan Airport Authority, as well as other communities in the Flint Hills region. If awarded funds formal partnerships will be created with FHRC, FHMPO, and ATA Bus, and Fort Riley, discussion has already begun, and partnership documents are in the process of being finalized and adopted. These partnerships would be formalized before being awarded funds.

### **#5: Equitable Development**

The completion of the Ogden Small Area Plan in the fall 2023 the city recognizes that residents have indicated a desire for more development in the heart of the community with a focus on developing Ogden's own unique arts and culture scene and supporting a diverse mix of businesses offerings. Specifically, a desire to support new businesses and startups, provide more eating establishments, activities, and amenities. There are barriers such as community cleanliness, aging and deteriorating buildings, vacant properties, the design of Riley Avenue, crime and outside negative connotation from non-residents. These challenges are the focus of the additional planning, data collection and study of the Riley Avenue Corridor.

### **#6: Climate and Environment**

Ogden does not have any hard data to address climate and environmental impacts. If awarded funds the city will complete research and studies to develop a baseline and create performance standards for the future. From these studies the city will be able to make data driven decisions regarding green infrastructure, green spaces, and remediation of negative climate effects.

### **#7: Workforce Development and Economic Opportunity**

Riley Avenue is Ogden's primary commercial district. The city has focused on recruiting small locally owned businesses. The city is proud that currently 77% of Ogden businesses are minority owned or non-profits serving the community. The city has a policy to utilize local businesses whenever possible and would continue that standard with these funds. Additionally, this project will provide the city direction on how to support community members in accessing better paying jobs, educational opportunities, and professional development.

### **Budget**

- \$100,000-Hydrology Study of stormwater systems with analysis of green infrastructure (bioswales, catchment basins, permeable surfaces, etc.) as solutions for stormwater management.
- \$15,000-NEPA
- \$950,000-Preliminary engineering, assessment and relocation of utilities, Conceptual Designs, Feasibility for ADA compliant sidewalk N. Park St., Sidewalk network inventory, Analysis of environmental conditions and impacts, data collection to establish baseline of existing conditions, research into innovative transportation solutions (TECH), Concepts and budget design in a modular format so we can plug and play pieces according to funding source requirements

- \$30,000-Benefit-Cost analysis
- \$100,000-transit study, feasibility for expanded services of the K-18 connector. Consultant to work with Ft. Riley for access of public transit, bus stop concept design and cost estimation, look at better connections to employment centers, workforce development opportunities, education, and student recreation (most of Ogden's students don't participate in extracurricular activities because they have no way to get home.)
- \$450,000 for internal capacity building for the city.
- \$350,000 sub award to Flint Hills Regional Council to assist with RFP's, consultant selection, federal requirement adherence, administration, grant writing, and reporting.
- Total RCN request \$1.995 mil
- The state of Kansas has created the "Build Kansas Fund" which is to be used to meet matching requirements for Federal BIL grants. *From our regional Build Kansas representative*, "We envision the Build Kansas Fund to meet this need (matching). Once it goes live, you will be able to apply for the match funds needed, once reviewed, and approved, you will receive a contingency letter, of sorts. Meaning, you will have documentation demonstrating that you have match dollars secured, contingent upon Federal award. You could submit this contingency letter with your federal application and once you have been awarded, you will need to provide that Federal award documentation in order to have the matching funds released / appropriated." Unfortunately, the application process was not worked out in time for this application. The city will submit this request the first week of October.

If expenses exceed the above budget the city will use local funds from Ogden's General Fund to make up the difference.