

## **FEATHER RIVER RAIL SOCIETY**

DATE: July 2017  
ITEM: Business Item NB1  
FROM: Eugene Vicknair

### **GRANT APPLICATIONS**

I have been talking with Kristin Cooper Carter of Grant Writing Associates, as well as Patty Clawson of Big Fish, Susan Jacobson, Director Leisa Wesh and City Manager Robert Meacher about some upcoming grant opportunities.

Kristin has informed me of 3 grant opportunities coming up. They are large dollar grants, upwards of \$2 million possibly. However, at least 2 of them have complex applications that will require professional assistance.

Also coming up is the Tom E. Dailey Grant, a \$15,000 max grant, with a deadline of July 21 and the National Railway Historical Society, a \$5,000 max grant, with a Fall 2017 deadline. The Union Pacific Foundation grant and the North American Railway Foundation grant deadlines are Spring 2018.

I would like the Board's approval to pursue the following grants:

### **US Department of Agriculture Community Facilities Direct Loan & Grant Program**

Project: Whitman Display and Event Building

This is a low-interest 40 year loan / grant program for up to \$2 million. The grant portion is principal forgiveness on the loan. The Portola community and the museum qualify for at least a 75% principal forgiveness and perhaps as high as 90%. What would remain after the forgiveness grant would be a 40 year loan at around 3.5% interest. GWA and Susan Jacobson have both worked with this grant before. The goal would be to use this grant to complete payment on the Whitman Building, then fund its complete construction and surrounding landscaping and walkways. Depending on the amount and the final cost of work, there may be enough to pave the parking area as well. At 75% forgiveness, the remaining loan payments would be about \$1,950 per month. At 90% forgiveness, they would be \$775 per month. Obviously, if this grant / loan application is approved by the Board to go forward, we would get a determination as to forgiveness level and report back before final commitment.

### **California Cultural and Historical Endowment Grant**

Project: Rebuilt and Improved Entry Road

This is a dollar for dollar match loan and reportedly a complex application. It funds capital improvements for museums and the rebuilt and improved entry road with a broader curve, wider lanes and walkway / sewer improvements would be applicable. As a state grant, we could not use any federal FEMA money to match, but any State OES money could be applicable for the match. Grant amount would be about \$200,00 to \$300,000 dollars for the entry road rebuild and part of the parking lot.

### **National Park Service Historic Preservation Fund Grant**

Project: WP 106 – Charles O. Sweetwood

This is a new grant and looks like it would fund around \$900,000 to \$1 million. The thought for this grant is to apply it to the Charles O. Sweetwood. I have been in email conversation with John Rimmasch of Wasatch Railroad Contractors and he feels that \$1 million would be enough to restore the operational equipment and exterior of the Sweetwood to Amtrak level with some interior work also done. GWA is still getting information on this grant.

### **Tom E. Dailey Grant**

Project: WP 165 Restoration

Apply for \$15,000 toward the WP 165.

### **NRHS Grant**

Project: WP Archives Research Room

Apply for \$5,000 toward the Archives Research Room construction.

For the three large grants in particular, we will need the professional help of GWA and Susan Jacobson. I am proposing that the Board approve research and preliminary application drafting for these 3 large grants and a budget of \$2,000 from the Building Restricted Fund – 40405 (the be drawn from the Temporary Restricted Fund bank account) to pay for consultation time with GWA and Susan. Also, I ask approval to draft and submit the grants for Dailey and NRHS.

As part of the NPS grant application, I would like the Board's permission to investigate getting at least state historic status for the WP 106. It appears there are levels of state and national status we can apply for that would not handcuff our use or restoration of the car but still give it historic status.