

# MARAD PIDP GRANT



## Helena Harbor

A port and industrial park  
on the Mississippi River

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*"A port development project to improve the safety, efficiency and reliability of a fertilizer supply chain, leveraging the inherent transportation benefits of the inland rail and waterways supporting the ROUTES initiative, addressing climate change and environmental justice impacts"*



**HELENA HARBOR**  
**2022 PIDP GRANT**  
RESILIENCE AND RAIL IMPROVEMENTS FOR A  
SMALL RURAL INLAND PORT IN AN  
UNDERSERVED, IMPOVERISHED COMMUNITY

## Introductory Information:

Name of Applicant	Helena Harbor
Is the applicant applying as a lead applicant with any private entity partners or joint applicants?	Helena Harbor is the only applicant
What is the Project Name?	Helena Harbor 2022 PIDP Grant
Project Description	Improve resilience and reach for a small rural inland port in an economically distressed county
Is this a planning project?	No
Is this a project at a coastal or Great Lakes or Inland River Port?	Inland River Port
GIS Coordinates (Latitude and Longitude format)	34.41590155987683, -90.6111116402066
Is the project in a urban or rural area?	Rural
Project Zip Code	72342
Is the project located in a Historically Disadvantaged Community or a Community Development Zone? (A CDZ is a Choice Neighborhood, Empowerment Zone, Opportunity Zone or Promise Zone)	Opportunity Zone: 05107480600 Choice Neighborhood: Yes Empowerment Zone: Yes Promise Zone: No Rural Renewable Community: Yes 2018 CDC Social Vulnerability Index: Yes
Has the same project been previously submitted for PIDP funding?	This is the third PIDP application and each project has been unique.
Is the applicant applying for other discretionary grant programs in 2022? For the same work or related scopes of work?	Helena Harbor has an American Marine Highway project designation and would apply if grant if matching funds could be found.
Has the applicant previously received TIGER, BUILD, RAISE, FASTLANE, INFRA or PIDP Funding?	No funding has been received from these programs
PIDP Grant Amount Requested	\$5,700,135
Total Future Eligible Project Costs	Dependent upon new development opportunities
Total Project Cost	\$7,125,169
Total Federal Funding	\$6,412,652 at 90% requested \$5,700,135 at 80% required
Total Non-Federal Funding	\$712,517 at 10% match request \$1,425,034 at 20% match requirement
Will RRIF or TIFIA funds be used as part of the project financing.	No

Helena Harbor Video

<https://www.facebook.com/growwithhelenaarkansas/videos/173173386557479/>

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## Section I: Project Description

### I. Project Description

Helena Harbor is seeking \$XXXX to complete two components which will support the following grant goals:

- ✓ **Increase the movement of goods** into and out of the port by offering expanded rail access for Mississippi River barges and tenants on the eastern side of the Industrial Park.
- ✓ Support **operational improvements** to bolster regional port resilience and provide relief for constrained Memphis supply chains, struggling with terminal congestion and logistics gridlock.
- ✓ Develop **environmental improvements** to assure access to basic water utilities to support regional industrial development and business attraction. And reduce green house

#### A. Project Components

Helena Harbor (HH) is the newest Port on the Mississippi River and is eager to attract more industry to fill their 4,000-acre slack water served, Industrial Park. The Industrial Park lacks basic water utility infrastructure to provide a steady supply of reliable water pressure to support modern manufacturing and fire suppression systems. Current water pressure is XX PSI compared to municipal standard XX PSI. This lack of essential water utilities reduces site attraction and port development success.

***The first component*** of this application is the addition of a water tower which will be built to withstand the seismic impacts of an earthquake in the New Madrid fault area and will improve regional resiliency. Access to clean water will be essential to recover from operational disruptions and will be necessary to sustain critical operations for port tenants. Water will be the first requirement for health and human safety.

- A new 500,000-gallon, painted steel, multi-column elevated water tank with a tank foundation, mixing & control systems including a chlorinator.

Once completed this component will provide resilient basic utility infrastructure demanded by modern site selectors and manufacturing industries looking for uncongested sites in the Memphis regional area.

***The second component*** of this project is to construct a rail spur connecting parcels on the east side of the Industrial Park, with access to the Mississippi River, to access important rail services. Helm Fertilizer is developing a new \$12 million fertilizer terminal within the Industrial Park, which includes a barge, dock improvements, a conveyor system and a warehouse on the east side of the slack water channel. This rail extension will support other prospective manufacturers with interest in sites on this side of the channel.

- A 1.1 mile, 115# rail spur including new M10 steel ties, and base fill, extending to Helm Fertilizer Terminal connecting them to the North American rail network.

This second component will help remove trucks from rural roads, thereby reducing highway maintenance costs and out-of-route truck miles incurred due to weight restricted bridges. Rail also reduces distribution costs, greenhouse gas emissions and is a safer mode of transportation for handling hazardous materials such as fertilizer.

#### B. Project History

The site is owned by the Helena-West Helena/Phillips County Port Authority and was created by the Metropolitan Port Authority Act of 1961. **HH** is an independent public entity governed by a Board of Directors authorized to pursue economic development activities. The 1990 U.S. Census ranked Phillips County as one of the sixteen poorest counties in the United States. Efforts to provide more higher wage jobs in Phillips County have included development of an ethanol facility and the development of the **HH** Industrial Park Complex.

**HH** Industrial Port Complex is one of the newest slack-water harbors and industrial parks on the lower Mississippi River, and remains one of the most rural and persistently impoverished counties in the State of Arkansas. **HH** owns approximately 4,000 acres of which only 3,750 are undeveloped. The port started initial construction of a 2.25 mil slack water channel in the 1990's. Dredge material was used to elevate the industrial sites above the 100 year flood plain. Seven miles of rail had been built by 1999. In 2004 a 60-ton overhead bridge crane was built.

New leadership was hired in 2012. 2015 welcomed Envirotech Chemical Services, a producer of biodegradable disinfectants and natural gas service was brought to the complex. In 2016 the site was certified as an AT&T Fiber Ready site and the first rail cars started rolling in 2016. A master plan was completed in 2017. A key finding identified the need for a 500,000 gallon elevated water tower to serve industrial and fire protection needs. The closest water tower is over 8 miles away. Rail service increased from 2 days a week to 4 days a week in 2019. Envirotech production growth has currently jeopardized by insufficient water pressure, and future expansions cannot be supported without water infrastructure improvements. A new \$12 million fertilizer terminal expansion was begun in 2020 and is primarily being funded by Helm, who has invested in a new barge, dock improvements, a conveyor system and a warehouse to support a new market they have entered into to serve small Agriculture Cooperatives in 6 states which they hope to access by rail.

In 2021 **HH** was awarded an American Marine Highway Port Project designation for container-on-barge service. This will leverage the 60-ton bridge crane previously built with grant funds.



*Figure 1 Helm Fertilizer Dock*

### ***Helena Harbor USAC Five Year Tonnage History***

HELENA HARBOR					
Five Year USAC Tonnage History					
ID	CY2020	CY2019	CY2018	CY2017	CY2016
Total All Commodities	1,226,269.00	1,108,537.00	11,118,011.00	1,357,367.00	1,341,483.00
Chemicals	147,430.00	148,372.00	147,578.00	170,235.00	140,570.00
Crude Materials, Except Fuels	54,298.00	42,772.00	27,582.00	21,874.00	11,583.00
Food and Farm Products	1,024,541.00	917,393.00	942,851.00	1,165,258.00	1,189,330.00
Source: U.S. Army Corps of Engineers Waterborne Commerce Statistics Center					

#### **C. Long Term Vision**

**HH** desires to “Become a Beacon of Growth in Phillips County, AR” by increasing efficient and equitable manufacturing and logistics capabilities, to strengthen U.S. economic competitiveness in the region, by improving job opportunities, labor standards and strengthening infrastructure resilience to all hazards including climate change, in the **HH** Industrial Park Complex.

**HH** desires to be the economic engine which will reverse the cycle of persistent poverty by developing their 4,000-acre port facility.

#### **D. Technical Engineering Aspects of the project & Current Design Status**

Design and construction of a new water tower is 95% complete and health department approved. Rail design planning is 15% complete for new industrial rail spur which will serve new terminals adjacent to the slack water harbor.

#### **E. Detailed Description of the project to be constructed**

A tank foundation will be built to support a multi-column water tower. A steel, painted water tower outfitted with mixing and chlorination systems will be built on the foundation in the Helena Industrial Park Complex. To support Helm Fertilizer’s national distribution efforts, a rail spur will connect their terminal to the existing industrial park rail system. This rail extension will provide access to vacant parcels with Mississippi River access. See cost detail in Appendix V.

#### **F. NEPA Class of Action**

Based upon preliminary analysis of the project site, an Environmental Assessment is not anticipated. NEPA documentation is included in Appendix VI. An EIS covering the mainline Mississippi levee was previously developed by the Corps of Engineers.

## **II. Project Challenges**

**HH** is one of the newest ports on the Mississippi river and has struggled to attract new business development due to insufficient water pressure. A new water tower will improve the prospects for job creation desperately needed to reverse persistent poverty and unemployment in the region. Located on the New Madrid fault, building essential water infrastructure will support

resilience. Finding matching funds for infrastructure development is a challenge in this region. **HH requests to reduce the required Non-Federal match to 10% to complete this project.**

III. Lead Award Recipient

John C. Edwards, Economic Development Director, Helena Harbor, AR, 72342

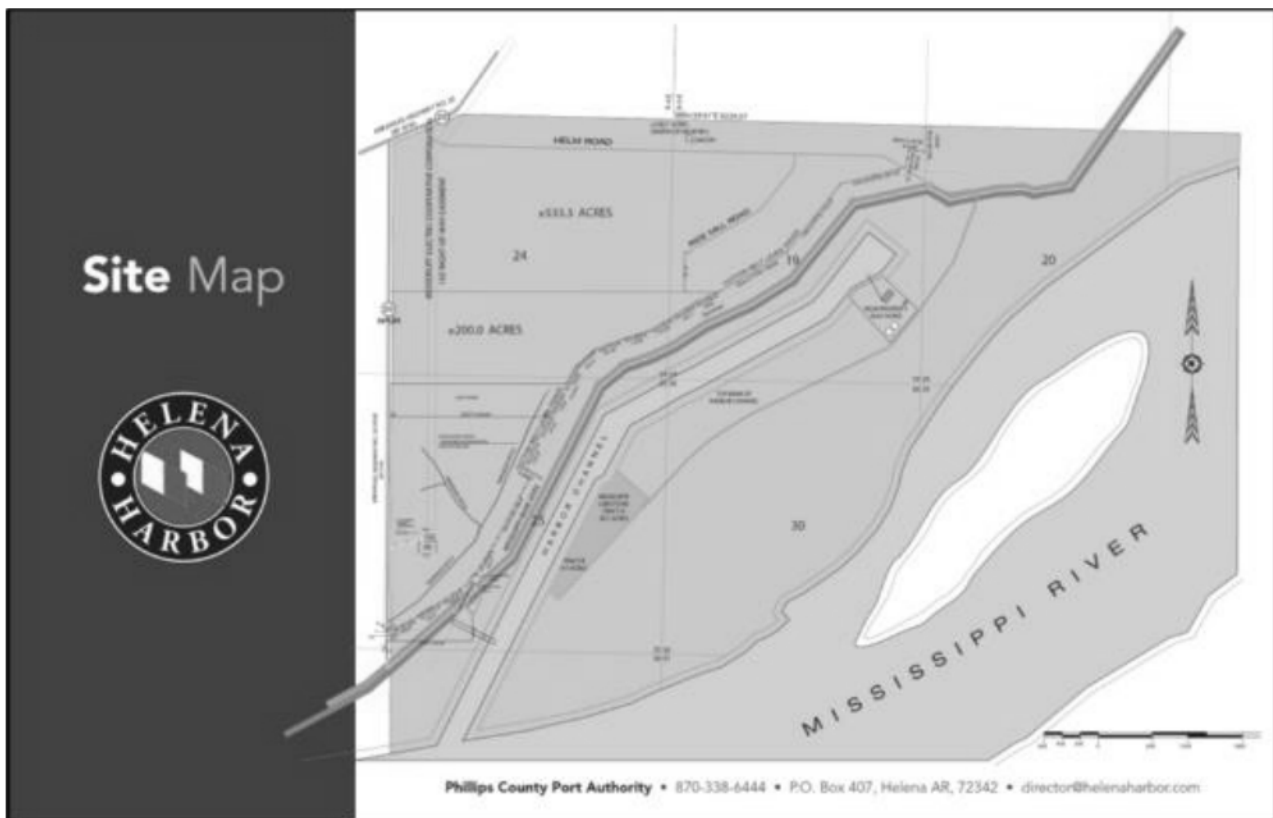
IV. Financial Administration of the Project

Smith & Weiland, Surveyors and Engineers, Inc. 728 Cherry Street, Helena, AR 72342

V. MOU's if Any

No Memorandums of Understanding are required for this project.

## Section II: Project Location



I. Geographical Description

The slack water Port of **HH** is located on the Mississippi River at mile 652 AH, **HH** is just 65 miles south of Memphis, Tennessee. Helena Harbor is 6 miles south of Helena-West Helena, in Phillips County, AR and is part of the Delta region of Arkansas located where the St. Francis River empties into the Mississippi River. The **HH** Industrial Complex consists of 4,000 acres of flood-protected industrial sites centered around a 2 ¼ mile, 9' deep, 300' wide slack water

harbor. **HH** is located in a fresh water rich region, which has a strong agriculture and forest products ecosystem. **HH** is located within the **New Madrid seismic zone**, which is a series of faults, or fractures, at a weak spot in the earth's crust called the Reelfoot Rift. The fault line runs roughly 150 miles from Arkansas into Missouri and Illinois.

During the COVID pandemic **HH**'s location on the Mississippi River generated a number of inquiries about the facilities ability to provide an alternative to congestion and gridlock in Memphis. With a river crossing in Helena-West Helena and located on the National Multimodal Freight Network, **HH** could be an important transportation hub, in the future. The Harbor is adjacent to State Highway 242 which connects with U.S. 49 less than one mile away. Highways 61 and 49, and planned Interstate 69, just ten

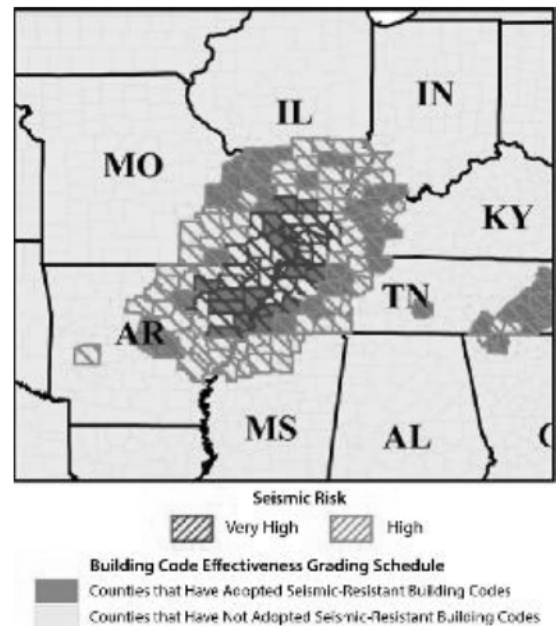


Figure 2 New Madrid Seismic Zone Building Impacts

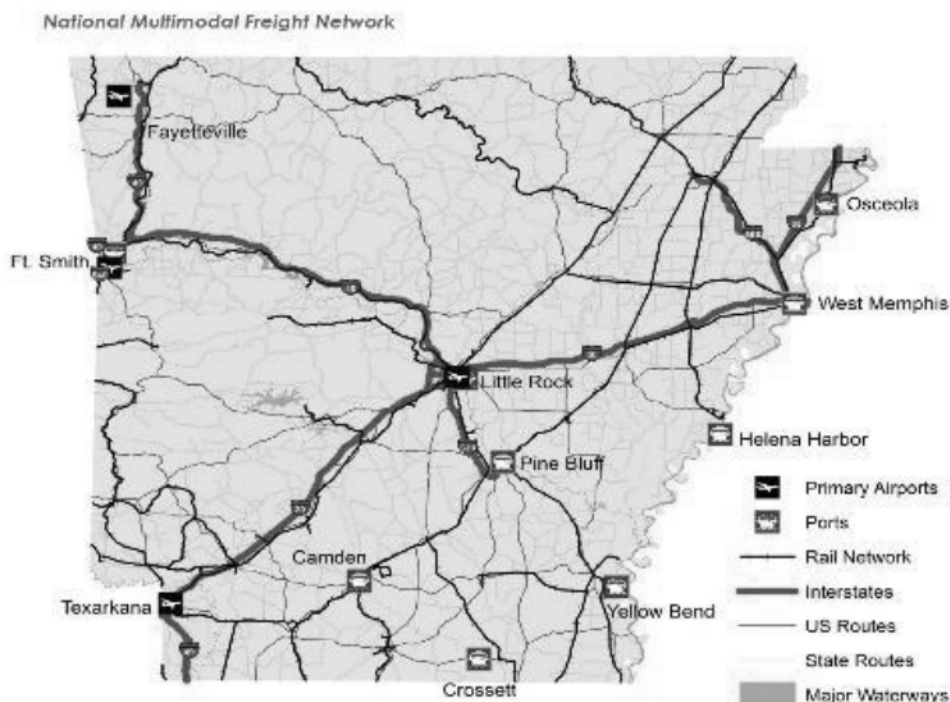


Figure 3 National Multimodal Freight Network

miles to the east. Westbound traffic on U.S. 49 connects with Interstate 40 at Brinkley. All of these roadways can be quickly accessed from Helena Harbor via Arkansas Highway 20. Helena Harbor is 44 miles from Interstate 40 and is located on State 49 which is the first Mississippi River bridge crossing

south of Memphis. Interstate 40 is part of the National Multimodal Freight Network.

The Helm Fertilizer Terminal expansion project is located within the Helena Harbor Port Authority at Phillips Road 422.

The Arkansas Midland Railroad connects to the Union Pacific Railroad and the North American Rail network.

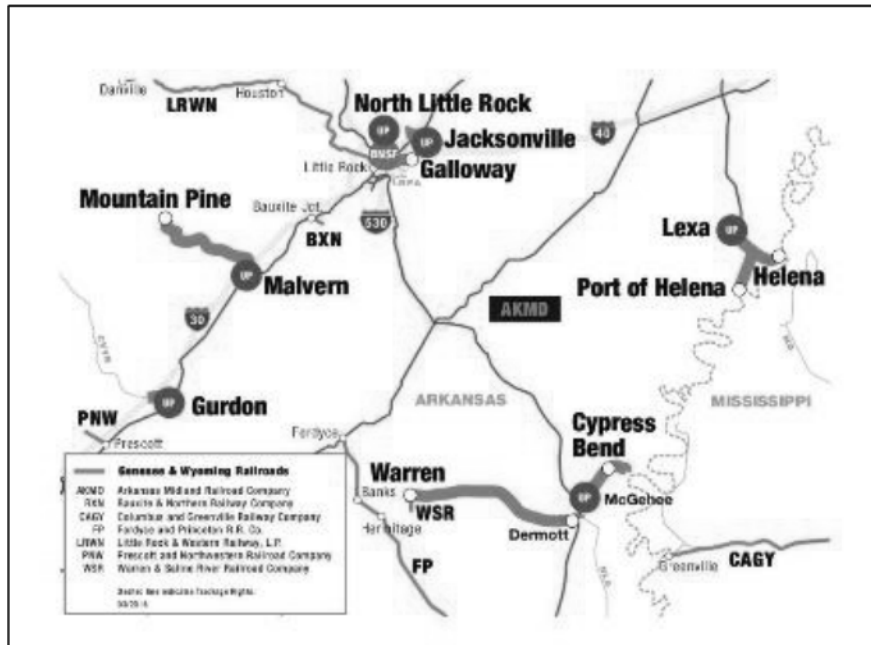


Figure 4 Arkansas Midland Rail Network

Helena Harbor is located in Opportunity Zone 05107480600 within Phillips County.

**Opportunity Zone - YES**

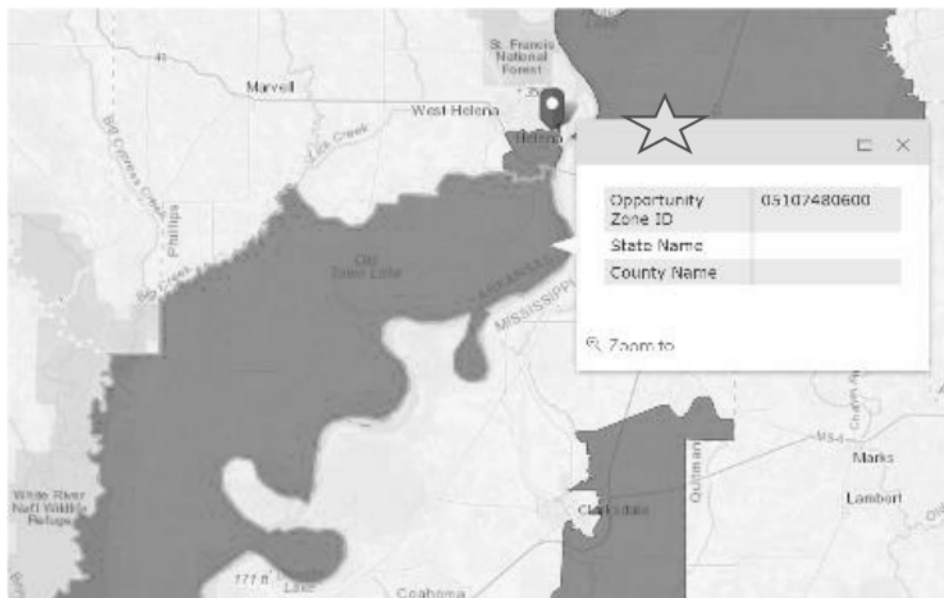


Figure 5 <https://opportunityzones.hud.gov/resources/map>

## Empowerment Zone - YES



## Promise Zone - NO

There are no promise zones in Arkansas

## Choice Neighborhoods - NO

A Choice Neighborhood planning grant was awarded to Little Rock, AR but not in Helena AR.

It is located in an area that is eligible for federal New Market Tax Credits. HH is located in an

Phillips Community College of the University of Arkansas is located in Helena-West Helena, AR and supports work force training education.

Figure 6 <https://workful.com/blog/work-opportunity-tax-credit/rural-renewal-map/>



Figure 7 Arkansas Population Change 2000 to 2010

## R.O.U.T.E.S

The ROUTES initiative was developed to support the Nation's rural economy and safety.



Figure 8 Weight Restricted Bridges in Arkansas

Rural transportation networks which bring manufactured products, agriculture and other commodities to markets are vital to our nation's economy and our quality of life. Nearly half of all truck vehicle miles travelled (VMT) occur on rural roads, and two-thirds of rail freight originates in rural areas. The yellow star below shows HH location on this map. The red dots indicate weigh restricted bridges. Aging bridges in need of maintenance negatively impact

freight. Eighty percent of bridges in the U.S., rated to be in poor condition, are located in rural areas. Freight-hauling truck drivers in rural areas often are faced with lengthy detours to find a bridge able to handle the weight. These detours impact on-time performance and increase fuel use.

Phillips County, Arkansas has 13 posted bridges which restrict access to interstate and primary freight network highways for the rural ag and lumber commodities, produced in the region. This concentration in Phillips County, Arkansas is among the heaviest in all Arkansas Counties. Safety is another consideration in rural areas where heavy Class 8 trucks are often operating.

The chart below shows a five year average of injuries and fatalities on Arkansas's roadways. Rural major collectors are among the most dangerous classifications of highways and these are the same corridors that connect HH to trade gateways such as Memphis, Fort Smith and Texarkana. See Figure 7 for safety incidents in Arkansas.



### Year 2017

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	24.8	110.4	0.63	2.82
Rural Principal Arterial (RPA) - Other Freeways and Expressways	2.6	10	0.71	3.07
Rural Principal Arterial (RPA) - Other	63.2	198.8	1.72	7.58
Rural Minor Arterial	64	294.8	2.35	10.88
Rural Minor Collector	7.8	45.2	3.52	13.85
Rural Major Collector	85.6	417.8	2.78	13.82
Rural Local Road or Street	18	134.8	2.43	8.44
Urban Principal Arterial (UPA) - Interstate	27.4	173.2	0.53	3.4
Urban Principal Arterial (UPA) - Other Freeways and Expressways	7.4	42	16.73	3.91
Urban Principal Arterial (UPA) - Other	51.8	267	1.41	7.29
Urban Minor Arterial	37.4	237.8	1.34	8.65
Urban Minor Collector	0.4	3.6	0.77	8.08

Figure 9 Five Year Average Rural Fatalities in Arkansas

Arkansas DOT reported 266 fatalities (five-year average) on Arkansas rural roads in 2017. By taking fertilizer trucks of hazardous material off rural roads, highway safety would improve.

## II. Rural or Urban Area

The 2010 U.S. Census estimated 12,474 people. As of July 2019 the population declined to 10,299. The Delta has some of the lowest population densities in the South, sometimes fewer than 1 person per square mile. Slightly more than half the population is African American, reflecting their deep history in the area. Eastern Arkansas has the most cities in the state with majority African-American populations. Urbanization and the shift to mechanization of farm technology during the past 60 years has sharply reduced jobs in the Delta. People have followed jobs out of the region, leading to a declining tax base. This hampers efforts to support education, infrastructure development, community health and other vital aspects of growth. The region's remaining people suffer from unemployment, extreme poverty, and illiteracy.



### III. Regional Identification (Small Inland Port)

Located on the Mississippi River at mile 652 AH, Helena Harbor is just 65 miles south of America's acknowledged but congested distribution center, Memphis, Tennessee. Its strategic location provides ready access to the nation's heartland via nearly 15,000 miles of inland water transportation as well as to the Gulf of Mexico and Global ocean trade lanes.

### IV. Historically Disadvantaged Status

The CDC Social Vulnerability Index of 2018 shows **HH** ranks in the top fourth worst locations in the state with respect to socioeconomic status, household composition/disabilities, race, ethnicity, language and housing type, and ranked 94<sup>th</sup> overall in a national ranking system where 100 percentile is the worst location for persistent poverty.

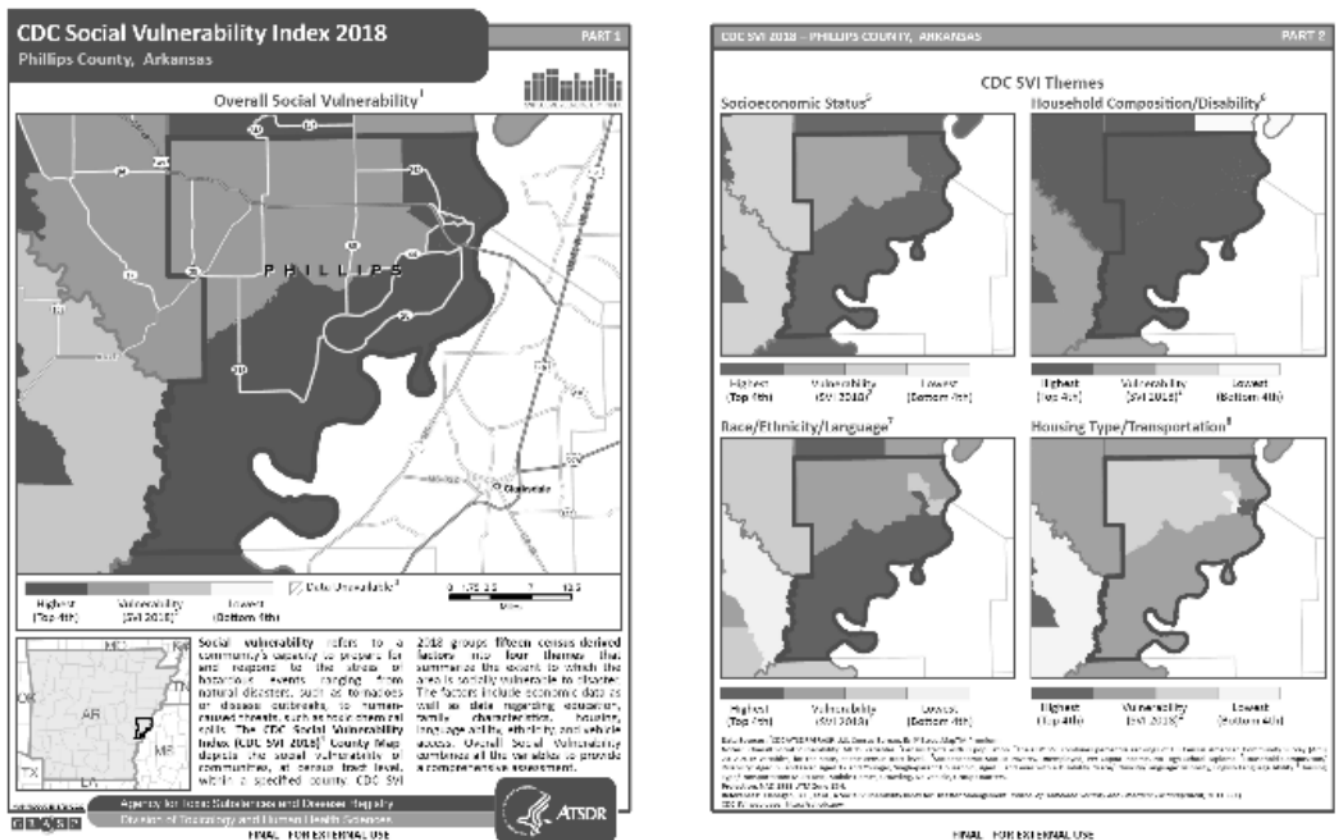


Figure 10 CDC Social Vulnerability Index 2018

**HH** is in Phillips County, AR and located in an area of persistent poverty, that ranked 94<sup>th</sup> out of 100(100 being the worst), by the Center for Disease Control (CDC) Health Volubility Index.

## Section III: Grant Funds, Sources and Uses of Project Funds

### I. Project Costs

**HH** has prepared a budget to reflect a 10% Non-Federal match request, based upon the precedent established by the Port of Paducah-McCracken County Riverport Authority in July 2021 PIDP grant. This application received funding with a less than 20% Non-Federal match. And was

awarded a small Inland Port grant. To avoid disqualification of this 2022 PIDP grant application, **HH** is prepared to fund the 20% match requirement by requesting additional assistance from the state. However the State of Arkansas does not manage a waterway program. The Arkansas Waterway Commission's 2022 program is only funded to \$1.9 million and that application period does not match the PIDP application window. An application for the Arkansas Waterway Commission program was submitted but an award is not known at the time this application is due. **HH** has track record of past funding awards from this program. **HH** could mortgage 640 acres of prime farm land not in immediate **HH** development area to come up with additional funds if necessary. **HH** has the ability to issue bonds but is not financially prepared to do so and does not have a revenue stream to support a successful bond offering. **HH** has net assets in excess of \$14 million in unencumbered real estate if necessary. **HH** can get a line of credit to support this match requirement if required within 90 days by the Southern Bancorp or Farm Credit System. The baseline revenue for **HH** comes from agricultural lease revenue.

2022 Marad PIDP Helena Harbor Port Development Project							
Component	Cost	% Total Pr	Marad PIDP Funds	Compon Cost % of Fed \$\$\$	Non-Fed Match	Non-Fed Match \$\$\$	Component Non-Fed Match %
Component 1 Water Tower	\$ 4,126,646	58%	\$ 3,713,981	90%	Electric Cooperatives of Arkansas	\$ 2,000	0%
					Helena Harbor 10%	\$ 410,665	100%
Component 2 Rail Extention	\$ 2,706,523	38%	\$ 2,435,871	90%	Helm Fertilizer	\$ 100,000	18%
					Helena Harbor 10%	\$ 170,652	32%
Grant Management Fee	\$ 292,000	4%	\$ 262,800	90%	Helena Harbor 10%	\$ 29,200	10%
<b>Total Project</b>	<b>\$ 7,125,169</b>	<b>100%</b>	<b>\$ 6,412,652</b>	<b>90%</b>		<b>\$ 712,517</b>	<b>10%</b>
FED PIDP Request 90%			<b>\$ 6,412,652</b>	<b>90%</b>			
<b>Non Fed 10% Matching funds</b>						<b>\$ 712,517</b>	<b>10%</b>
<b>Total Funds</b>	<b>\$ 7,125,169</b>	<b>100%</b>					

Helm Fertilizer Terminal began a \$12 million site improvement in 2020 which included the purchase of a barge, a dock wall improvement, the installation of a conveyor system and the construction of a new warehouse. **HH** provided \$20,000 as cash match for the Delta Regional Authority grant award of \$745,811 to fund for the road improvement to the terminal.

A \$605,000 2022 grant application was submitted to the Arkansas Waterway Commission (ACW), for a truck staging lane at the new Helm Terminal, and the replacement of several steel ties not part of this 2022 PIDP application. The ACW award will not be announced until the end of May 2022, current status is unknown.

There are two tenants at **HH** who have expressed interest in the development of a Container on Barge operation which will be undertaken with the HH American Marine Highway Project Designation. At this time we have projects eligible for the American Marine Highway Project NOFO but no match to make an application for 2022.

## II. Federal and Non-Federal Sources

The only Federal source of funding will come from MARAD PIDP program

Non-Federal funding sources include Electric Cooperatives of Arkansas – they provided \$2,000 toward the water tower installation. Helm Fertilizer has provided a \$100,000 commitment to the rail project, to improve environmentally friendly transportation to serve distance customers. These and HH's matching funds commitment letters are in Appendix II. Helena Harbor has been diligent in seeking sources of funding and due to regional need, has been unsuccessful. See Appendix IV for letters from the following agencies which trace our efforts to provide a full Non-Federal match of 80%. Due to timing and turn downs, **HH proposes a non-federal project match of 10%. See Section III, IV below.**

### **Status of Sources of 2022 PIDP Matching funds identified/requested yet either unavailable or denied:**

- The **Arkansas Department of Transportation** was contacted in first quarter 2022 to provide freight project funding from formula transportation funds. The request was declined. Redirected to the Arkansas Waterway Commission for funding.
- The **Arkansas Department of Agriculture** has not made a policy decision about the distribution of ARPA funds. See Appendix IV for details about this funding request. The State domestic water infrastructure funding need substantially and exceeds the available ARPA funding. If this funding source would become available, project support would be small and uncertain.
- The **U.S. Department of Commerce** EDA program declined funding see Appendix IV.

The Arkansas Waterways Commission is the sole state agency responsible for developing, promoting and protecting waterborne transportation in Arkansas. The Commission also promotes economic development for ports on the five commercially navigable rivers of the state: The Arkansas, Mississippi, Ouachita, Red, and White Rivers.

## III. Degree of Design Completion which supported cost Estimates

Component 1: Water tower is 95% design complete and permitted. The rail project is 15% design complete and is within the industrial park, which should not require additional NEPA documentation.

## IV. Date the cost data and budget was sourced – March 2022

- All component costs were sourced in March of 2022
- There is a 100% certainty that the levels of funding are available, see financial commitment letters in Appendix II
- There are no restrictions on how matching funds can be used
- Supporting costs are located in Appendix V

Total Project Cost	\$ 7,125,169	Percent		Total Project Cost	\$ 7,125,169	Percent
Match Funds by Supporters				Match Funds by Supporters		
Helena Harbor	\$ 610,517	86%		Helena Harbor	\$ 1,325,034	93%
Electric Coops of AR	\$ 2,000	0%		Electric Coops of AR	\$ 2,000	0%
Helm Fertilizer	\$ 100,000	14%		Helm Fertilizer	\$ 100,000	7%
10 % Non Fed Match	\$ 712,517	100%		20% Non Fed Match	\$ 1,425,034	100%

**HH** does a lot for the Helena-West Helena community as a whole. If 20% Non-Federal match is required this will reduce the community support **HH** does for disadvantaged small businesses. **HH** supports the following initiatives in the community among others. Examples of these programs are listed below:

- Emergency Generator Program: Provides support in the event of a catastrophic failure
- Downtown Historic Helena Building Revival and Rehab program for small business owners who need help with roof replacements.
- Provided body armor for Helena West Helena Police Department
- Led effort to purchase a Platform Fire Truck for the Helena West Helena Fire Department to improve the ISO rating for Helena, AR to a Class 2 rating.
- Raised money to rehab on a commercial building near downtown Helena for a small business needing a location to house a small solar installation company.
- **HH** led grant efforts for City of Helena to support water and sewer projects for the benefit for the citizens of the city.
- Direct support for technical assistance for engineers and water service consultants for the municipality.



Figure 11 Platform Fire Truck for Helena-West Helena Fire Department

## Section IV: Merit Criteria

### Safety, Efficiency and Reliability Improvements in Goods Movement

Diverting freight from highways to the inland waterways results in fewer long-haul truck on the national highway system, resulting in fewer Class 8 truck related accident and improved travel times for the public. According to the Federal Motor Carrier Safety Administration 2016 Large Truck and Bus Crash Facts, there are 1.5 fatalities per 100 million vehicle miles traveled by large trucks annually. By providing marine transportation of bulk Hazardous materials for HH existing tenants (Envirotech and Helm Fertilizer) and future tenants, this project will improve the safety associated with cargo shipments if trucks were used instead of barge. If HH was not available to source raw materials for Envirotech, production will be moved to Texas. Helm Fertilizer has other facilities in Memphis, TN and shipments would move 65 miles further upriver to Memphis. By improving port access and capabilities the potential for VHT and VMT is greatly reduced.

#### *a. Loading and unloading of goods at a port*

The rail investment will allow Helm Fertilizer to ship large quantities of bulk fertilizer directly to inland farm cooperatives by rail.

#### *b. Movement of goods into, out of and around or within the port*

Connecting Helm Fertilizer warehouse to the HH port rail network will also allow future container-by-barge shipments to move from the laydown area on the west side of the slack water channel, to the east side of the channel if required, thereby allowing Helm to safely mobile rail car and container-on-barge imports to improve terminal material flows.

#### *c. Operational improvements which improve port resilience*

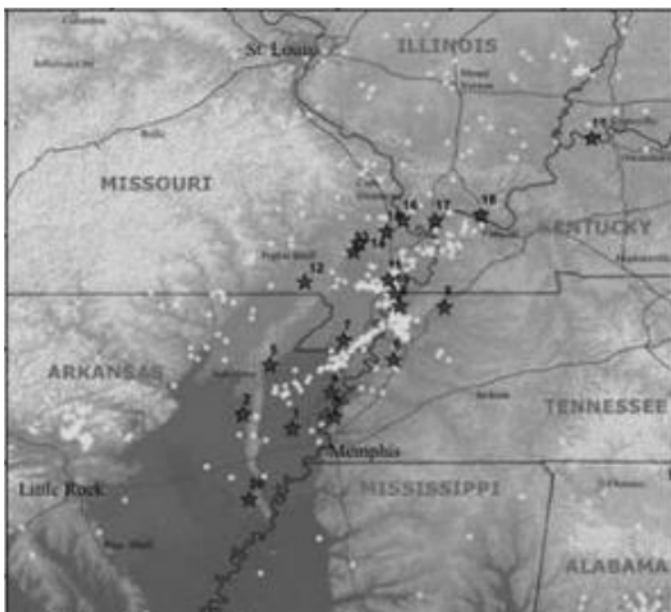


Figure 12 Seismic Activities in Arkansas and Neighboring States

Since 1974, seismometer instruments that measure ground shaking, have recorded thousands of small to moderate earthquakes in the AR, TN and MO areas around the Mississippi River. The faults that produce earthquakes are not easy to see at the surface in the New Madrid region because they are eroded by river processes and deeply buried by river sediment. A map of earthquakes epicenters, see figure 8, reflects faulting at depth and shows that the earthquakes define several branches of the New Madrid seismic zone in northeastern Arkansas, southwestern Kentucky, southeastern Missouri, and northwestern Tennessee. Other

relatively young faults, which are not necessarily associated with recent earthquakes, or the main seismicity trend in the New Madrid region, are shown in this map. HH is one of the 20 localities where geologists have found and published their findings on faults or evidence of large earthquakes. Anticipated seismic activities could destroy regional water towers. HH proposes to build a new water tower to seismic standards to withstand an earthquake creating regional water infrastructure resilience.

d. Environmental and emission mitigation measures

The National Waterways foundation has calculated the environmental savings of road vs. rail vs.

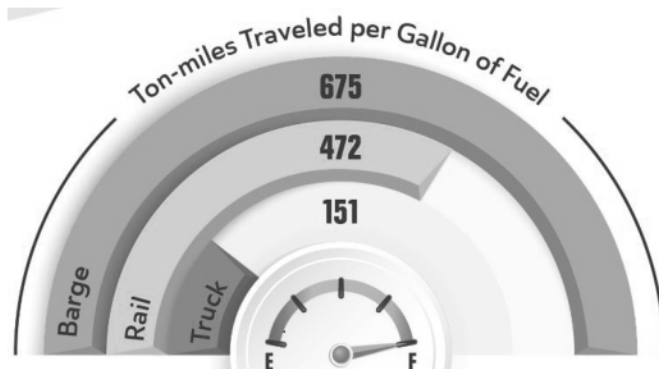


Figure 13 Ton Mile Fuel Consumption Comparison

barge. The HH Helm rail project will provide the necessary rail connection to move fertilizer long distances by rail, thereby reducing greenhouse gas emissions by removing 7,500 trucks per year from the road, which will be generated as a result of Helm's \$12 million expansion. One rail car can move 472 ton-miles on one gallon of fuel which would replace four trucks which each consume one gallon of fuel for each ton mile traveled. In the event of a

devastating earthquake, the new water tower, build to seismic specifications will be the other water tower in the region with the capability to withstand natural disasters.

1. Efficiency

Rail cars can move 100 tons of bulk material in one shipment. Loading and unloading is mechanically undertaken using gravity and conveyor systems to efficiently load cargo in a touchless system. This is especially important to for fertilizer which can contain hazardous materials, which when or if spilled can corrode or damage the environment.

2. Reliability Improvements

Rail shipments for Helm will move on the carrier's private right-of-way network which is privately owned, managed, and operated. Railroads can move more than 100 cars with a small labor crew, whereas each truck needs a driver. The American Trucking Association estimated in fall of 2021 that the U.S. was short more than 80,000 truck drivers. Rural areas are often the first area to feel the pinch because the number of empty miles associated with rural networks. The HH project will solve the driver shortage persistent in rural Arkansas with rail access.

3. Economic Vitality Small Projects Small Ports

HH has invested in port infrastructure to address the economic development opportunities in the region. The Port catchment area is assumed to be 90 minute drive from the slack water facility. This catchment logic was recently published in the Kentucky Transportation Cabinet's Kentucky Riverports Highway and Rail Freight Study. Moving international freight inbound to HH by barge, then processing the cargo to mix finished fertilizers or disinfectant products for end users who have rail access and prefer rail safety capabilities, helps reduce stress on publicly owned infrastructure.

a. Regional level

Outbound rail shipments reduce outbound Class 8 truck crashes, reduce the stress on rural roads and bridges and reduce congestion created by cargo landing in Memphis by barge, which are trucked to rural markets.

b. National level

Helm's \$12 million expansion will result in 7,500 new truckloads annually unless rail is built. Mode conversion from truck to rail, supported by this project will be essential in covering this new volume, and will result in reduced highway congestion along 22 rail corridors between AR

and the Central Plains. The Map in figure 14 shows elevators where the rail cars will go. Moving from truck to rail will have direct impact on Helena Harbor PM2.5, Diesel PM and local traffic. Providing multimodal access will improve regional resiliency and disaster preparedness and mitigation. Pictures around the map illustrate the rural destinations. The red elevators represent the rail destinations for bulk railcar shipments

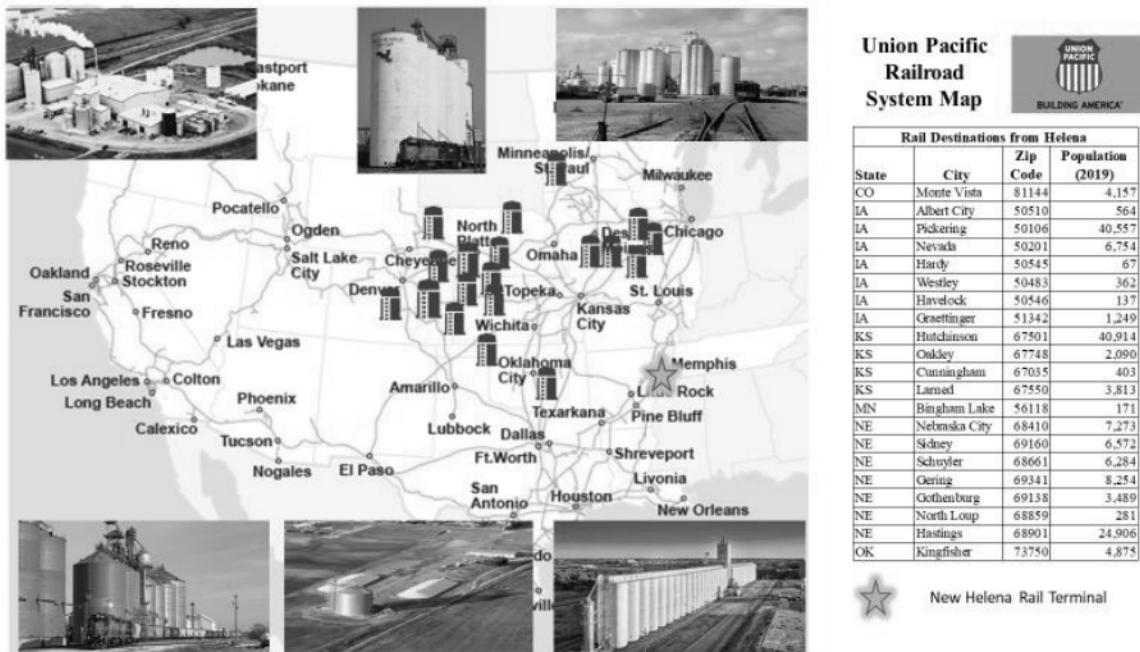


Figure 14 Truck to Rail Conversion for Inland Distribution

The water tower component will improve water pressure to support business at the HH Park and for regional households improving appliance performance and shower pressure. Improved water systems will benefit the following Helena downtown manufacturing and restaurant businesses: BPS, Inc, Delta Dirt Distillery, Doughboy Recreational and Norac. The water tower will support more than just the Industrial Park.

#### c. Small Projects Small Ports

The water tower will have significant impact in HH's ability to secure new business opportunities. The \$12 million Helm expansion will need rail services to move the anticipated 7,500 new truckloads annually. These are two components will provide a transformational impact for HH.

#### d. The economic advantage of the port

Superior logistics, a workforce who is under employed, a Community College to support advanced manufacturing training, the availability of 4,000 acres for new green field development and proximity to river, road and rail network with ample truck parking, imperceptible traffic congestion, and economic incentives, will differentiate Helena-West Helena, The Local leadership views and markets HH as a Beacon of Opportunity in the region. View the youtube video link on the Introductory Information page 1. Having such a large land area, protected from flooding, with the capability of improved rail and barge service, create economies of scale, and



allows for the clustered development of industries who may specialize in activities which require the rich local water resources to process industrial or ag related products found in the region.

*e. The contribution to freight transportation at, around and through the port*

As bungled global supply chains are creating costly shipping delays and inflation, transportation infrastructure is becoming an essential site development tool. With the addition of the water tower to provide a resilient, safe, reliable, clean source of water along with the proposed rail network connections, this project will provide Helm Fertilizer and other **HH** prospective tenants with a low cost, sustainable, cost-effective means to reach inland North American markets. The rail investment overcomes the substandard rural corridors that connect **HH** to distant markets.

*f. Overcoming the competitive disadvantage of the port*

The lack of basic water infrastructure is the primary barrier to **HH** development, sub-standard water pressure impacts manufacturing processes and creates concern about adequate levels of fire suppression. Extending rail access will extend the local reach of the port, by increasing **HH**'s economic reach into the Heartland.

#### 4. Leveraging federal funds

Funding Source	Amount	Year	Improvement
Delta Regional Authority/Arkansas Economic Development Commission	\$180,000	2012	Rail Spur for Envirotech
Arkansas Waterways Commission	\$180,000	2014	Rail improvement to reach Envirotech and crane
Walton Family Foundation	\$150,000	2015	Rail repairs to increase service
AR Economic Development Grant	\$850,000	2015	Envirotech spur, passing and loop track
ATT	\$600,000	2016	Fiber Optic Installation (in kind fundng)
Walton Family Foundation	\$176,000	2017	Master Plan
Delta Regional Authority	\$280,000	2018	Water extension
Helena Health Foundation	\$175,000	2018	Fire Truck to obtain Class II Fire Rating
Arkansas Waterways Commission	\$304,000	2019	Water tower pad and extension
Arkansas Waterways Commission	\$287,800	2021	Chlorinator, laydown area for containers, crane mobilization
Delta Regional Authority	\$528,922	2021	Road improvements
Arkansas Waterways Commission	\$287,000	2021	Lay down yard to support American Marine Highway Project Designation 2021
DRA Grant	\$745,000	2021	Helm Fertilizer Road Improvement
<b>Total Awards Since 2012</b>	<b>\$4,743,722</b>	<b>Over 10 years</b>	<b>Helena Harbor Improvements</b>

Over the past 10 years, **HH** has managed more than \$5 million in project funding to leverage the Federal award represented by the 2022 PIDP grant application. John C. Edwards the Executive Director, brings a robust career of past experiences and technical capabilities and leadership to manage a PIDP award. See Appendix III.

#### 5. Climate Change

#### ***Helena Harbor's Planning and Policy Approach***



Figure 15 2011 Mississippi River Flooding

**Flood Mitigation:** The Mississippi River flood of 2011 had a significant impact on Arkansas's Delta Region. Farmer lost more than \$500 million in lost crops and farms. Mississippi flood waters crested at 56' in Helena, 12 feet above normal water levels. Rehabilitation of the Helena Harbor levee has effectively "Waterproofed" Helena Harbor to be able to weather up to 100 year flood levels in the future. Helena Harbor requires all industrial improvements to design and plan for infrastructure which meets the 100 year flood level.

**Land use and Zoning:** Phillips County, Arkansas has no zoning requirements. **HH** has addressed this deficiency by requiring all site and facility improvements ensure structures will survive the 100 year flood levels. Please see Helena Harbor's Flood Management Policy in Appendix IX.

**Water Supply:** Helena-West Helena Water and Sewer system serves 5,500 citizens. **HH** has an outdated water tower. John C. Edwards with **HH** has helped the City of Helena-West Helena water authority with strategic measures to ensure financial viability. By focusing on economies of scale in water delivery, and certain operational changes, efficiencies can be realized. The addition of a new high-capacity elevated water tower at **HH** will provide scale and capacity to improve the regional water supply system, not just the industrial park.

### **CLIMATE ACTION PLAN**

Arkansas has not developed a statewide climate adaptation plan. The State's Long Range Transportation Plan (LRTP) has six goals, one of which includes environmental sustainability. The LRTP Environmental Sustainability goal is to enhance the performance of the transportation system while avoiding, minimizing, and/or mitigating impacts to natural and cultural resources. The state divides environmental sustainability into five categories:

- Wetland Mitigation: Aims to maintain, preserve and enhance these areas by providing 11 mitigation bands and 16 mitigation areas comprising nearly 5,000 acres.
- Threatened & Endangered Species: Five plants and 32 animals have been added to Arkansas's endangered species list, five are native to Arkansas. ArDOT is working closely with environmental agencies with jurisdiction over these species.
- Cultural Resources: All cultural resources over 50 years are evaluated.
- Air Quality: Only Crittenden County (part of Memphis MPO) is considered a maintenance area.
- Land Use and Transportation Management: ArDOT is working to improve access management.

#### 6. Environmental Justice

The EJScreening encompasses an area 5 miles around **HH**, 78% of the population is classified as low income, 90% of the residents identify as people of color and the unemployment rate is 27% which is multiple times the national average. The workers in Helena-West Helena want employment opportunities but few industries other than small businesses are available.

Selected Variables	Value	State Avg.	%ile in State	EPA Region Avg.	%ile in EPA Region	USA Avg.	%ile in USA
<b>Pollution and Sources</b>							
Particulate Matter 2.5 ( $\mu\text{g}/\text{m}^3$ )	8.7	9.15	15	8.18	71	8.74	53
Ozone (ppb)	39.9	37.8	89	37.9	57	42.6	31
2017 Diesel Particulate Matter* ( $\mu\text{g}/\text{m}^3$ )	0.108	0.149	41	0.261	<50th	0.295	<50th
2017 Air Toxics Cancer Risk* (lifetime risk per million)	30	32	81	31	80-90th	29	80-90th
2017 Air Toxics Respiratory HI*	0.3	0.42	10	0.4	<50th	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	0.091	140	1	430	0	710	0
Lead Paint (% Pre-1960 Housing)	0.13	0.15	59	0.15	64	0.28	44
Superfund Proximity (site count/km distance)	0.059	0.064	71	0.083	64	0.13	48
RMP Facility Proximity (facility count/km distance)	0.079	0.54	27	0.6	13	0.75	10
Hazardous Waste Proximity (facility count/km distance)	0.061	0.31	26	0.62	11	2.2	9
Underground Storage Tanks (count/km <sup>2</sup> )	0.0072	2.6	13	3.5	10	3.9	16
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.00039	0.02	72	0.45	54	12	41
<b>Socioeconomic Indicators</b>							
Demographic Index	84%	43%	94	37%	97	36%	97
People of Color	90%	43%	89	39%	91	40%	89
Low Income	78%	42%	94	35%	97	31%	97
Unemployment Rate	27%	7%	97	6%	98	5%	98
Linguistically Isolated	0%	1%	79	3%	51	5%	45
Less Than High School Education	21%	15%	74	13%	82	12%	81
Under Age 5	10%	6%	81	6%	85	6%	83
Over Age 64	11%	15%	29	17%	29	16%	34

The map below illustrates proximity to superfund sites which can have negative health impacts which report values above the national average. Local unemployment in Map 2 is pervasive in the region. The darker the color the higher the local impact. EJScreen data is in Appendix VIII

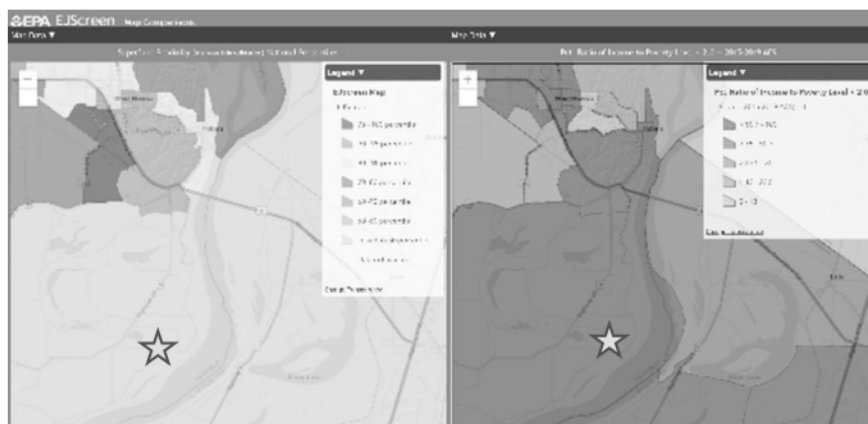


Figure 16 EJScreen Map 1 Proximity to Superfund Sites for local population, Map 2 Local Unemployment.

## 7. Advancing Equity and Opportunities for all

Phillips Community College of the University of Arkansas is a public community college in Helena-West Helena, Arkansas. The college enrolls 2,350 students and has been accredited by The Higher Learning Commission of the North Central Association of Colleges and Schools the since 1970. The University is working with community residents to improve skills development

skills and offers Associate of Science, Associate of Applied Science Degrees and a variety of Technical Certificates. This college is instrumental in helping unemployed residents improve workforce skills.

We believe the water tower is the lynch pin to landing new business. Business development will:

- Increase economic activity at **HH**, creating direct and indirect jobs within Phillips County.
- Encourage transportation investments, like at the Helm Terminal, which will result in new jobs, Helm wages for supply chain and logistics workers are nearly double the average minimum wage for positions in Helena.
- The water tower will improve quality of life for community residents and small businesses and support economic development in the region.
- The rail will provide extended market reach for HELM and will improved regional air quality, reduced highway congestion and highway condition as a result of taking trucks off the road.

**HH** has a fund which provides mini grants to modeled after AR Department of Heritage to provide small businesses grants to rehab roofs of businesses in downtown Helena. **HH** raises funds to support this program the first two awards in 2022. The first two awards were made to people of color.

- Delta Dirt Distillery is a Black Owned Business first recipient
- Frank and Karen Clancy (disabled) are the second recipient of the mini grant.

Round two later in May of 2022.

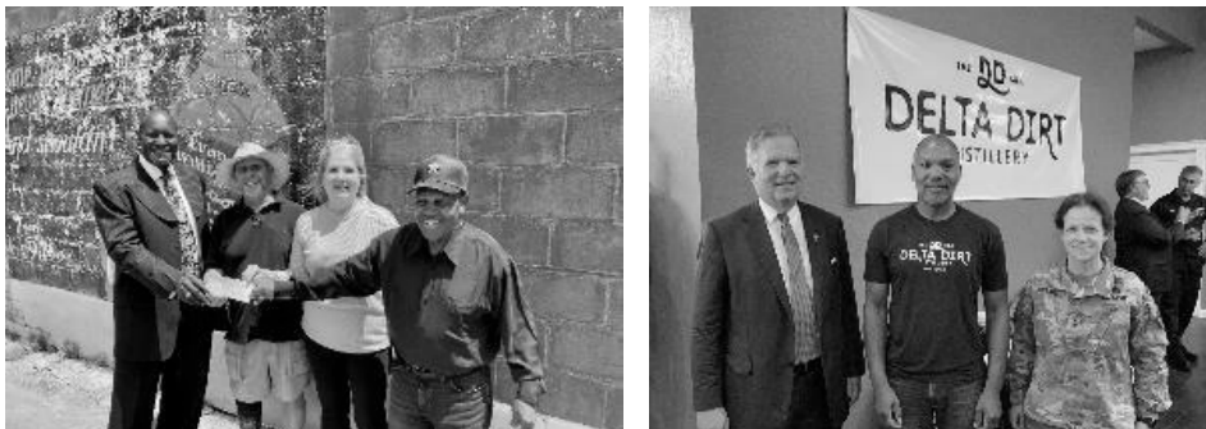


Figure 17 HH Local Program Awards Support Diversity and Small Businesses

## Section V: Project Readiness

### A. Technical Capacity

Between 2012 and 2022 Helena Harbor has been awarded 13 grants totaling \$4,743,722 in funding from public and private sources, including state, regional and federal agencies. Projects have been completed on-time, with accurate documentation. Two Federal EDA grants have been completed which have been managed by Helena Harbor demonstrating of federal contract

management capabilities. A local engineering firm with decades of experience and familiarity with the Helena Harbor has been included in the proposed project management team to ensure the project stays on schedule. See Appendix III for the contractor management proposal. John C. Edwards has previously managed a \$600 million loan program for USDA for underserved communities in AR and MS. See Leveraging Federal Funds section on page 20 for a table of previous awards.

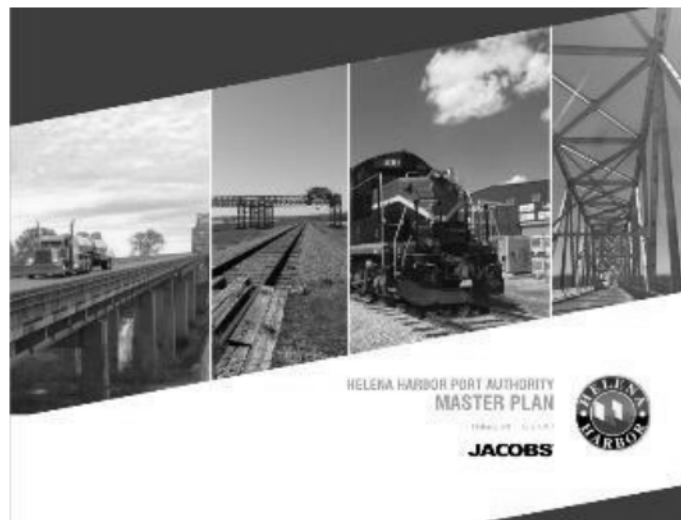
Cost data for the project is included in the project budget and in Appendix V. The cost estimates were prepared in March 2022 and include a contingency for price and delivery schedule variation. Helena Harbor is located in a rural area and costs were prepared by using price estimates from reliable regional contractors. Costs were compared to prior year estimates for prior unsuccessful grants and multiple contractors and suppliers were contacted to provide cost and schedule data. Costs were based upon a 95% project design completion for the water tower and 15% project design completion for the railroad.

i. Planning Citations

In 2017 the *Arkansas State Freight Plan* projected a 14% increase in river tonnage by 2040. To reach this goal the plan recommended improved road and rail access to the port and the development of new freight and transload terminals to establish an inland cargo hub.

In 2010 and updated in 2020 *The Memphis Regional Freight Infrastructure plan* noted that the ACOE reported that Helena Harbor cargo handling and storage facilities were aging (p.87) and the report summarized that if logistics handling facilities and rail access was improved Helena Harbor would greatly increase the annual shipping capacity (p. 159).

A *2017 Helena Harbor Master Plan* identified rural agriculture and mining industries would find value transportation services available at the port, if the port could fully leverage their transportation assets. This would require the improvement of rail transportation connections and water utilities. This report noted that Helena's primary attraction was the large amount of undeveloped land which could suit about any industry. One of the key findings of the report was the need to have a 500,000-gallon elevated water tower to serve both industrial water demand and fire protection needs. The closest water tower to the port is over 8 miles away, resulting in low water pressure at the harbor site.



*2020, A Phase I Cultural Resource Survey for the Helena Water Tank Phillips County, Arkansas*, identified optimal site locations for a new water tower and provided NEPA documentation.

ii. Project Schedule

The project schedule was prepared with the current supply chain disruptions in mind and an extended time horizon has been added to procurement, contracting and construction to accommodate current supply chain failures and the potential for extreme weather conditions. No project-related real property and right-of way acquisitions are required in this project.

2022	FFY22 Q4	FFY 2023 Q1 Q2 Q3 Q4	FFY 2024 Q1 Q2 Q3 Q4	FFY 2025 Q1 Q2 Q3 Q4	FFY 2026 Q1 Q2 Q3 Q4
<b>General Project</b>					
Notice of Award					
State/local Planning					
Approval					
Permits and Reviews					
Draft Contract for Grant					
Obligation					
Final Contract					
12 Month Milestone					
Grant Closure					
<b>Component 1 Water Tower</b>					
Environmental Reivew/Permints	On File				
Documents					
Final Design					
Approval					
Procurement and Labor Bids					
Contractor Selection					
Contracting					
Construction					
Final Inspection					
Project Complete					
<b>COMPONENT 2 Helm Rail Spur/Siding</b>					
Environmental Reivew/Permints	On File				
Documents					
Final Design					
Approval					
Procurement and Labor Bids					
Contractor Selection					
Contracting					
Construction					
Final Inspection					
Project Complete					

Figure 5 Project Schedule

iii. Leadership and Project Delivery Expertise

Licensed Professional Engineers have developed detailed designs and conceptual level Opinions of Probably Construction Costs (Appendix C). The cost estimate for the water tower is based upon 95% engineering design. The railroad construction is based upon 15% engineering design. These conceptual designs incorporate up-to-date engineering practices while also utilizing known solutions from previous work at the port facilities. Incorporating these elements and practices while also comparing the budget to previous work activities, demonstrates that the project is technically feasible.

John C. Edwards, the Director of HH is a seasoned veteran and leader in the development and delivery of public programs. He served as an aide to former United States Senator David Pryor of Arkansas, where he was responsible for working with agricultural related issues. In 1996, he was appointed by the Clinton Administration as the Arkansas State Director of USDA Rural Development, the youngest person ever appointed to this post in Arkansas and one of the youngest in the nation. USDA Rural Development is the lead federal agency providing funding for rural housing, businesses, and public drinking water systems. Edwards was recognized by his superiors as having one of the best run offices in that agency. He was noted for finding innovative solutions to infrastructure challenges in communities across the state of Arkansas. HH is known for and relied upon by other local organizations, to solve problems, and get things done on-time and within budget. HH is innovative and has captured nearly \$5 million in grant funds over the past 10 years to support local economic development needs. HH has an excellent relationship with private sector businesses who have engaged and trusted in HH by providing matching funds for industrial park improvements.



Leroy Carter, Board Chairman has served on the Board of Directors since 2006 and was elected Chairman in March of 2021. He has ensured that board policies, planning and investments have recognized environmental justice impacts and after a 100-year flood in 2011, he made sure that all investments and improvements are designed with climate change outcomes in mind. Chairman Carter was instrumental in the decisions to hire John Charles Edwards to manage the day-to-day operation of Helena Harbor. Leroy has been a leader using a values-based approach to development and has been an advocate for ensuring that as port investments are made, community investments must also keep up to provide attractive, modern main street and housing for port facility and industry workers and families.



John C. Edwards serves as the legal counsel and Economic Development Officer for the Helena-West Helena/Phillips County Port Authority. Known as Helena Harbor, it is one of the newest harbors and industrial parks on the Mississippi River. Edwards has extensive experience in project and grants management, successfully bringing in and managing millions of dollars in grant funding for Helena Harbor and the City of Helena-West Helena since 2015. He was voted Citizen of the Year by the members of the Phillips County Chamber of Commerce for his efforts in restoring rail service to Phillips County, Arkansas in 2015. Edwards was named in November of 2017 by Arkansas Business as one of the 200 most influential business leaders in the state. See Appendix III. He was previously the State Director of USDA Rural Development in Arkansas responsible for large loan and grant portfolio what dealt with water sewer housing in AR and the Executive Director of The White River Irrigation district which exceeded \$20 million. See Appendix III.

#### B. Environmental Risk

Environmental reviews and permits have been completed to ensure that all approvals are in place for a timely construction launch. Arkansas has no zoning authorities in rural areas.

i. NEPA status of the project

An environmental review has been completed for the water tower and HH has reviewed the form from the NOFO [mao600-001-0.pdf \(dot.gov\)](#). A signed document is included in Appendix VI. The rail extension is not subject to NEPA approval. If NEPA were to apply, the rail would meet the criteria of and is properly classified as a Federal Categorical Exclusion (Class 11 Action Category 23 CFR 771.117) given that there would be no significant impacts on the environment, no controversy on environmental grounds or significant impact to Section 4(f) or 106 property: or inconsistency with any federal, state or local law or administrative determination relating to the environment.

ii. Environmental Permits and Reviews

These permits and reviews will be completed within six months of the notice of award.

iii. State and Local Approvals

Phillips County Arkansas has no local zoning and requires no approvals in rural areas. Helena Harbor is in a rural area. Appropriate approvals may be required from the Arkansas Department of Health.

iv. Other Agency Permits, Reviews, Approvals

The rail project will be reviewed by the Arkansas Midland Railroad the railroad operator. Portions of the rail located on the main line levee will be reviewed and approved by the U.S. Army Corps of Engineers.

v. Army Corps of Engineer Dependency

Helena Harbor is within the jurisdiction of the Memphis District office of the Army Corps of Engineers. The Memphis District - Arkansas Project list identifies maintenance of the navigation channel for year-round access to barge transportation for the existing facilities. The approved channel dimensions are 9 feet deep by 450 feet wide by 3,200 feet long.

vi. Any environmental studies or documents

The following environmental and freight planning studies have been completed and are available for review. Once digitized they will be posted on Helena Harbor website.

C. Risk Mitigation

To assure the likelihood of a successful project Helena Harbor has provided a history of grant management and has included a grant administrator to ensure the project stays on track and complies with Federal contracting regulations and expectations. The past history of grant management at the state and local level will reduce contracting risk. The Helena Harbor team has identified two risks and has taken action to mitigate them.

Risk 1: Due to the current supply chain crisis and the toll that the pandemic has taken on the labor force the team has procured current construction costs as of March 2022 and has adjusted the project schedule to allow for extended time periods to address procurement, contracting and construction. The work schedule has also been staggered to allow the first component to be completed before construction begins for the second component.

Risk 2: Weather is a constant partner in a construction project and the project schedule has been extended to allow for weather related delays. Most of the industrial development area is protected by the main line Mississippi Federal Levee System. Developed areas on the riverside of the area are located at elevations above the 100 year flood plane. Due to climate change and related sever weather issues the port remains vigilant in their preparation and protection from



severe weather episodes by monitoring the weather conditions and maintaining storm water drains and the condition of storm water runoff.

## Section VI: Domestic Preference

All materials and manufactured products which will be used in the project will be produced and manufactured domestically. A Domestic Preference provision will be included in all procurement documents used by contractors or tenants and will be audited periodically based upon any purchases associated with this award. Materials used to improve the MARAD PIDP funded port infrastructure project include a rail extension and a water tower will not require any waiver of the Buy American provisions described in the Notice of Funding Opportunity. The Intent of the applicant is to secure locally produced construction materials to enhance the local benefit of this award and to engage qualified local labor and business entities in an effort to boost job creation associated with MARAD's investment. The applicant will require Buy American provisions to flow down to every project included in the budget and funded by the FY2022 MARAD Port Infrastructure Development Program Grant.

## Section VII: Determinations

1. *The project improves safety, efficiency, or reliability of the movement of goods through a port of intermodal connection to the port.*

### **Performance Measures and Impacts:**

**Component 1-** A 150' – 30' headway - 500,000 Gallon – Painted Steel Municipal Water Tower Water is an essential public utility. HH is located in the New Madrid fault zone. In the event of an earthquake the delivery of water is essential to sustain life and mount recovery efforts. The HH water tower will be built to earthquake survivable standards. The new water tower will increase water pressure by 25 PSI. Current water pressure is 17-22 PSI. The current pressure is so low, one fire hydrant opening will cause all businesses in the HH Industrial Park Complex to lose water pressure. In 2017 the Jacobs Port Master Plan identified that a water tower and enabling infrastructure is critical and necessary to develop shovel ready sites.

**Performance Measures:** The number of new site attractions due to improved water utilities, Number of manufacturing shutdowns due to low water pressure.

**Impacts:** Improved manufacturing environment, improved site selection success, more local jobs created to address persistent poverty.

**Component 2 –** A 1.1 mile rail extension to connect to East Side of Industrial park, opens up other sites for barge traffic development and creates a barge to rail connection for Mississippi River tow boats.

**Performance Measures:** Lower transportation costs per ton of cargo moved, number of rail shipments to support rural elevators in neighboring Great Plains states.

**Impacts:** Each rail car moved represents 4 fewer trucks moving on the road which damages rural highways and bridges. A cleaner environment with fewer greenhouse gas emissions due to truck to rail conversion.

2. *The project is cost effective.*

This application is for a small port and small project and is not required to submit a BCA.

3. *The eligible applicant has the authority to carry out the project*

- Helena Harbor has the authority to carry out the project. HH Economic Development Authority Authorized under the Metropolitan Port Authority Act of 1961, Arkansas code 14-185-101
- HH owns all the land in the Helena West Helena Phillips County Port Authority. Controls all the rights-of-way for any action involving this grant application.

4. *The eligible applicant has sufficient funding available to meet the matching requirements*

- Letters of funding commitment support have been received and are in the Appendix II for review. Helm Fertilizer has committed \$100,000 and this is available within 60 days of the award as a match for the rail component. The Water Tower component has a funding commitment of \$2,000 from the Electric Cooperatives of Arkansas and will be available within 60 days of the award. **Helena Harbor will provide 10% in matching funds for the project unless our request for a match reduction waiver is denied, we will provide 20%.**

5. *The project will be completed without unreasonable delay*

- Provided that the awards are made in a timely manner, we anticipate funding Obligation in the first quarter of 2023 and expect to wrap-up in Q3 of 2026. We have project permitting and 95% engineering design for the water tower.
- The project has two components which will be sequenced to avoid overlapping resource requirements. The schedule also includes time cushions in anticipation of unexpected delays in procurement, contracting and construction. The rail design is 15% complete and that can be updated during the water tower construction process.

6. *The project cannot be easily and efficiently completed without Federal funding or financial assistance available to the project sponsor.*

- If Federal sources are not found to support this project. This project will not be completed. Other sources have turned down funding requests for the water tower and other improvements. Helm would not use rail if the spur is not completed.
- If Federal funds are not received the project schedule would be pushed out for more than 10 years until funding can be found.
- The project would not move forward if Federal funds are not received.
- This project will take an estimated 7,500 trucks off the road annually improving efficiency, productivity, economic competitiveness while reducing greenhouse gas emissions, highway maintenance and repair. The water tower supports resilience if an earthquake would occur. The water tower will impact the number of shippers and the quality of the jobs and the freight produced in these Industrial Park. Without sufficient utilities industrial park growth will be hampered. And previous investments will not be leveraged.

HH Industrial Park Complex was designed and wants to be the growth engine of Phillips County, one of the most impoverished communities in the Arkansas Delta Region. HH has leveraged every state and regional source of transportation funding and has expertly negotiated

with their tenants to provide private sector matching funds to complete essential transportation infrastructure.

**HH** has attracted many site selector's but loses developer commitments due to the insufficiency of their water supply and water pressure. **HH** has a limited revenue stream with only three tenants, grants are their primary source of economic development projects. Arkansas does not have a State Rail Program and **HH** has single handedly saved the Arkansas Midland Railroad, Helena Branch from closure through state and private grant resources. The Walton Foundation was instrumental in this funding effort. Helena Harbor has secured 13 grants over a 10-year period worth approximately \$5 million, but these funding sources are limited in their awards of less than \$1 million per program. **HH** has successfully appealed to their tenants to engage in public private partnerships to accelerate development of this important Mississippi River Terminal. The future of Helena-West Helena and their effort to turn the tide on persistent poverty social justice depends on the success of Helena Harbor.

## Appendix

- I. Letters of Support
- II. Letters of Funding Commitment
- III. Technical Qualifications and Leadership
- IV. Denied Funding Requests
- V. Proposed Costs
- VI. NEPA and Permit Information
- VII. Maps
- VIII. EJScreening Reports
- IX. Helena West Helena Flood Damage Prevention Plan

## I. Letters of Support



### STATE OF ARKANSAS

ASA HUTCHINSON  
GOVERNOR

May 4, 2022

The Honorable Pete Buttigieg  
Secretary of Transportation  
US Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**Subject: Support Letter for Grant Proposal for Helena Harbor, Helena, Arkansas**

Dear Secretary Buttigieg:

I would like to offer my support of the Helena-West Helena/Phillips County Port Authority's (Helena Harbor's) grant request to the United States Department of Transportation. Located in an Opportunity Zone one hour south of Memphis, Tennessee, Helena Harbor seeks to expand rail service to Helm Fertilizer and build a water tower that can improve resiliency and safety to current and future tenants of Helena Harbor.

Investing in this grant will be a major step to finishing the critical enabling infrastructure of the Helena Harbor site. Great strides have been made in the last six years to improve the area, including the establishment of rail service, being listed as an AT&T Fiber Ready Site, and the installation of 16-inch water lines, which was supported by the Arkansas Waterways Commission.

Earlier this year, I had the pleasure of supporting a Delta Regional Authority grant award of \$745,000.00 to support the expansion of Helm Fertilizer, a major supplier of fertilizer to farmers in the region, at Helena Harbor. Helm officials have planned a \$10,000,000.00 expansion at Helena Harbor and have already started construction of a new dock with additional warehouse space, allowing for the expansion of barge traffic to the facility. The development of additional rail assets will also help take trucks off the road, thereby easing traffic congestion.

Thank you for your attention in this matter. Please do not hesitate to contact my office with further questions.

Sincerely,  
A handwritten signature in black ink, appearing to read "Asa Hutchinson".  
Asa Hutchinson

500 WOODLANE, SUITE 250 • LITTLE ROCK, AR 72201  
TELEPHONE (501) 682-2345  
[www.governor.arkansas.gov](http://www.governor.arkansas.gov)

KEITH M. INGRAM  
*Minority Leader*  
SENATOR  
24<sup>TH</sup> DISTRICT  
PHONE: 870-735-8610  
ktingram@aol.com  
POST OFFICE BOX 369  
WEST MEMPHIS, ARKANSAS 72303-0369



THE SENATE  
STATE OF ARKANSAS

MEMBER:  
JOINT AUDIT  
JOINT BUDGET  
EFFICIENCY  
INSURANCE & COMMERCE  
JOINT RETIREMENT & SOCIAL SECURITY  
REVENUE & TAXATION

April 25, 2022

The Honorable Pete Buttigieg  
Secretary of Transportation  
US Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Subject: Grant Support Letter for Helena Harbor, Helena, Arkansas

Dear Secretary Buttigieg:

There is a pending grant request to the Department of Transportation by the Helena-West Helena/Phillips County Port Authority (Helena Harbor). I fully support this request and urge your agency to approve this application.

Helena Harbor is home to a Helm Fertilizer Terminal, a critical supplier to farmers and Envirotech Chemical Services, a producer of biodegradable disinfectants for the food and water service industries that makes hand sanitizer to keep people safe during COVID-19. Helm and Envirotech are both planning future expansions, with Helm moving forward immediately. The future of Helm, and the future of Helena Harbor, will be brighter with this proposed grant being funded.

The State of Arkansas has been an active partner in the development of Helena Harbor. Both public and private funds have been utilized to bring activity to this emerging port. This federal assistance will be invaluable to leverage the investments that have been made thus far. Helena Harbor needs to continue to improve its reliability and resiliency in order achieve the great potential it has as a transportation and manufacturing hub.

I appreciate your consideration of this grant request. Please don't hesitate to contact me at any time that I may be of assistance.

Regards,

A handwritten signature in black ink, appearing to read "Keith M. Ingram".  
Keith Ingram  
Minority Leader

KMI/db

THE ARKANSAS SENATE • STATE CAPITOL • LITTLE ROCK, ARKANSAS 72201 • TELEPHONE (501) 682-6107

April 26, 2022

The Honorable Pete Buttigieg  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Subject: Support Letter for Grant Proposal for Helena Harbor, Helena, Arkansas

Dear Mr. Secretary:

We write to inform you of our support for the Helena-West Helena/Phillips County Port Authority (Helena Harbor) grant application for the Maritime Administration's Port Infrastructure Development Program (PIDP).

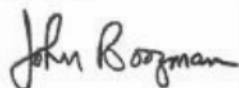
Located in rural Eastern Arkansas, Helena Harbor sits on 4,000 acres on the Mississippi River and is an hour south of Memphis, Tennessee. Despite its excellent location in the heart of the Mississippi River Delta, the harbor cannot achieve its potential to create jobs in this underserved area without addressing its basic infrastructure needs.

This grant will assist in providing a water tower needed for industries located at Helena Harbor to expand, while also improving fire protection to the area. It will also help fund additional rail capacity to serve existing industry and a new container-on-barge facility that is already under construction.

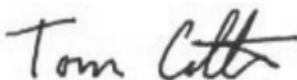
Helena Harbor has made great strides in the last six years to improve its site, including the establishment of rail service, being listed as an AT&T Fiber Ready Site, designation as an Opportunity Zone by the Governor of Arkansas and the United States Department of Commerce, installation of 16-inch water lines and progress on building the container-on-barge facility.

The PIDP investment in Helena Harbor with this grant will be a major step to enhance the critical infrastructure of the site. We appreciate your consideration of this grant request and ask that your office keep us apprised as it moves through the process.

Regards,



John Boozman  
United States Senator



Tom Cotton  
United States Senator



Rick Crawford  
Member of Congress



Michael Preston  
SECRETARY OF COMMERCE

Cassandra Caldwell  
DIRECTOR,  
ARKANSAS WATERWAYS  
COMMISSION

May 6, 2022

The Honorable Pete Buttigieg  
Secretary of Transportation  
US Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Subject: Support Letter for Grant Proposal for Helena Harbor, Helena, Arkansas

Dear Mr. Secretary:

I serve as Director of the Arkansas Waterways Commission. On behalf of the Commission, I want you to know of our support of a grant request being made to the United States Department of Transportation by the Helena-West Helena/Phillips County Port Authority (Helena Harbor). Helena Harbor is an emerging inland port located one hour south of Memphis, Tennessee on the Mississippi River.

Investing in this grant will be a major step to finishing the critical enabling infrastructure of the Helena Harbor site. The Arkansas Waterways Commission made a grant for \$287,800.00 to Helena Harbor that was funded in 2021 to support infrastructure development that will make this a growing port and industrial park. The Helena Harbor site is well located for business on its 4,000 acres located in an Opportunity Zone.

Helena Harbor is the home of Helm Fertilizer and Envirotech Chemical Services, a manufacturer of critical hand sanitizer in the war against COVID-19, in addition to biodegradable disinfectants for the food service industry. Helm is investing over \$10,000,000.00 at this time that will include a new dock to support increased barge traffic.

I appreciate your consideration of this grant request. Please do not hesitate to contact me or my staff at any time if we can answer any questions.

Regards,

Cassandra Caldwell  
Director  
Arkansas Waterways Commission

## II. Letters of Funding Commitment



May 14, 2022

The Honorable Pete Buttigieg  
Secretary of Transportation  
US Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Subject: Commitment of Match funding from the Helena-West Helena/Phillips County Port Authority

Dear Secretary Buttigieg:

The purpose of this letter is to request that the Helena-West Helena/Phillips County Port Authority be allowed to commit 10% match of any funds awarded due to the fact we are a rural port and applying under the small project/port provisions. In addition, we face extreme and persistent poverty in Phillips County. Our organization, being financially capable and responsible, is often called upon to help fund critical functions in this community, such as providing emergency electric generators to improve the resilience of the local water supply. If this request can't be granted, we will be prepared to match 20% of the funds awarded if we are successful.

We are located in one of the poorest places in the United States. We have a chance to change that with this grant request. We truly need and appreciate your help.

Regards,

John Charles Edwards  
General Counsel & Economic Development Director

CC: Board of Directors of the Helena-West Helena/Phillips County Port Authority

HELENA - WEST HELENA - PHILLIPS COUNTY PORT AUTHORITY  
P.O. Box 407 • Helena, Arkansas 72342 • Telephone (501) 338-6444 • Fax (501) 338-6445





**Electric Cooperatives  
of Arkansas**

May 10, 2022

|  
The Honorable Pete Buttigieg  
Secretary of Transportation  
US Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Subject: Grant Commitment Letter for Helena Harbor, Helena, Arkansas

Dear Secretary Buttigieg:

There is a pending Port Infrastructure Development Grant application to the Department of Transportation from the Helena-West Helena/Phillips County Port Authority (Helena Harbor). The leadership of the Arkansas Electric Cooperatives fully support this request and urge your agency to approve this application.

We will commit \$2,000.00 for this grant should it be awarded and look forward to additional ways to be of help in the future.

Please don't hesitate to contact me at any time that I may be of assistance or to answer any questions

Regards,

J.D. Lowery



## HELM FERTILIZER TERMINAL, INC.

P. O. Box 13404 • 1421 Channel Avenue • Memphis, Tennessee 38113

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May 7, 2022

The Honorable Pete Buttigieg  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Subject: Letter of Support/Financial Commitment for the Helena-West  
Helena/Phillips County Port Authority MARAD Port Infrastructure Development  
Grant

Mr. Secretary:

The purpose of this letter is to demonstrate HELM Fertilizer's commitment and support for the grant request being made by the Helena/West Helena/Phillips County Port Authority (Helena Harbor).

As I write this letter, HELM is building a new conveyor system and dock at Helena Harbor to increase the ability of our company to utilize barge traffic on the Mississippi River. Along with the associated handling equipment and new a warehouse, which we will begin construction on later this year, the estimated cost of this phased expansion will be \$12,000,000.00

I fully understand that federal accounting procedures do not allow us to count this as a direct match on this grant application, but I wanted to make you aware of our capital output; these are real dollars, and a real commitment HELM has made to Helena Harbor and bolstering our utilization of the inland river system.

HELM also wants to utilize rail in the future to support our customer base west of the Mississippi River. Having rail will allow for more trucks to stay off the road and will enhance our ability to have a more resilient and reliable operation. Rail access from our Helena Harbor Terminal will ultimately improve farmer's much needed access to crop nutrients. Crop nutrients are a critical factor in maintaining food

---

Telephone: 901/948-3303 • Toll Free 800/848-3235 • Fax 901/774-2515



## HELM FERTILIZER TERMINAL, INC.

P. O. Box 13404 • 1421 Channel Avenue • Memphis, Tennessee 38113

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security. For the rail component of this grant request, HELM will commit \$100,000.00.

Please let me know if you have any questions, or if I can further assist in any way. I am available at [S.Shirk@Helmmemphis.com](mailto:S.Shirk@Helmmemphis.com) or (910) 245-8944.

Best Regards,

Scott Shirk  
President & CEO  
HELM Fertilizer Terminal, Inc.

### III. Technical Qualifications of Leadership and Management



May 14, 2022

Aubrey Parsons  
Department of Transportation  
Maritime Administration Room W21-318  
New Jersey Avenue S.E.  
Washington, D.C. 20590

Dear Ms. Parsons

Helena Harbor is the owner of the property within the Port of Helena West Helena Phillips County Port Authority which will support this 2022 PIDP Marad Grant Project. I certify that I have the authority to submit and carry out the improvements which will be funded by this grant application.

This grant will fund a water tower and a rail extension and an experienced grant manager who will manage the engineering oversight and grant management for this proposal. This project once complete will foster efficiency, competitive operations and sustainability. Our procurement processes will comply with domestic preference requirements.

In accordance with the U.S. Department of Transportation's regulation restriction lobbying, 49 CFR Part 20, Helena Harbor has not and will not make any prohibited payments out of the requested grant funds made available.

Regards,

John Charles Edwards  
General Counsel & Economic Development Director  
Helena Harbor

HELENA - WEST HELENA - PHILLIPS COUNTY PORT AUTHORITY  
P.O. Box 407 • 111 Hickory Hill • Helena, Arkansas 72342 • Telephone (501) 338-5444 • Fax (501) 338-6445



# Helena Harbor

& Phillips County  
Economic Development

## Professional Biography of John Charles Edwards

John Charles Edwards was born in Pine Bluff, Arkansas, and spent much of his childhood in Bryan, Texas, and rural Lonoke County, Arkansas. He graduated from the University of Central Arkansas and the Bowen School of Law at the University of Arkansas at Little Rock.

Edwards served as an aide to former United States Senator David Pryor of Arkansas, where he was responsible for working with agricultural related issues. In 1996, he was appointed by the Clinton Administration as the Arkansas State Director of USDA Rural Development, the youngest person ever appointed to this post in Arkansas and one of the youngest in the nation. USDA Rural Development is the lead federal agency providing funding for rural housing, businesses, and public drinking water systems. Edwards was recognized by his superiors as having one of the best run offices in that agency. He was noted for finding innovative solutions to infrastructure challenges in communities across the state of Arkansas.

After the end of the Clinton Administration in 2001, Edwards opened his own law practice and also worked extensively in various capacities in the field of water management, especially with the Grand Prairie Irrigation District and the Arkansas Rural Water Association. However, after 9-11, his plans were changed.

Edwards is a veteran of the Iraq War, and was called to active duty in October of 2003 to serve with the 39<sup>th</sup> Infantry Brigade of the Arkansas Army National Guard that was attached to the famed 1<sup>st</sup> Cavalry Division. His first day in Baghdad was almost the last day in his life, narrowly missing being hit in the head by small arms fire as his convey was ambushed on the infamous Route Irish in Baghdad. Edwards served as the Staff Judge Advocate with an outstanding team of soldiers. He advised commanders on the Law of War and the Rules of Engagement in a very dynamic combat environment. Within months of returning to America in 2005, Edwards was recalled to duty as a member of the first Task Force from the Arkansas National Guard to evacuate stranded people at the Convention Center in New Orleans after Katrina hit in August of 2005. He served in the greater New Orleans area until November of that year. During that time, Edwards led a military inquiry that dispelled many of the rumors regarding the level of violence at the convention center which had been widely reported in the media. He received his commission as a Second Lieutenant in the United States Army Reserve from the ROTC Program at the University of Central Arkansas. He was named a Distinguished Military Graduate, which is limited to the top 5 % of all newly commissioned officers. Edwards concluded his career as a Colonel, having served both in the US Army Reserve and the Arkansas Army National Guard. He has been awarded the

Economic Development Director Helena Harbor

Bronze Star, the Humanitarian Service Ribbon, the Combat Action Badge, and the Parachutist Badge, among others.

In November of 2008, Edwards was elected to his first term in the Arkansas House of Representatives in what was known as one of the most competitive and cleanest House races Pulaski County has seen in recent years. During the 88<sup>th</sup> General Assembly, he was assigned by House Speaker Robert Moore to draft and handle the legislation for updating a comprehensive plan of water resources in Arkansas for the first time in decades. He has also authored and passed legislation that has increased the ranking of Arkansas for being a “Veteran Friendly” state for those military service veterans seeking to start their own businesses. He was given the “Unsung Hero Award” by Speaker Moore for his efforts in the 88<sup>th</sup> General Assembly.

Edwards was reelected to a 3rd term in November of 2012. He was nominated by House Speaker Davy Carter to serve as the House Chairman of the Arkansas Legislative Council, which serves as the governing body of the Arkansas General Assembly when it is not in session. He served as a member of the House Agriculture and Education Committees. During the 89<sup>th</sup> General Assembly in 2013, Edwards wrote and sponsored the legislation that secured the authorization to build a new state veterans’ home after the one in Little Rock was closed in 2012 due after falling into disrepair. Well known political columnist John Brummett named Edwards one of the top 10 most influential legislators of the Arkansas General Assembly in 2013 for his ability to work with people and get things done. His final term ended in January of 2015 when he was no longer allowed to run for office due to term limits.

Edwards serves as the legal counsel and economic development officer for the Helena-West Helena/Phillips County Port Authority. Known as Helena Harbor, it is one of the newest harbors and industrial parks on the Mississippi River, just over 1 hour south of Memphis, Tennessee. Edwards has extensive experience in project and grants management, successfully bringing in and managing millions of dollars in grant funding for Helena Harbor and the City of Helena-West Helena since 2015. He was voted Citizen of the Year in 2016 by the members of the Phillips County Chamber of Commerce for his efforts in restoring rail service to Phillips County, Arkansas in 2015. Edwards was named in November of 2017 by Arkansas Business as one of the 200 most influential business leaders in the state.

Edwards is a member of the Board of Directors of Southern Bancorp, a 2-billion-dollar plus CDFI bank holding company with banks in Arkansas and Mississippi. He also serves on the board of Southern Bancorp Community Partners, the non-profit entity of the Southern Bancorp family, with the mission of transforming rural and underserved communities by creating new opportunities for building wealth for people with limited resources. He serves on the Workforce Development of Board of Eastern Arkansas and was recently appointed to the Board of Directors of Helena Marine Service in Helena, Arkansas. Edwards is a member of the American Legion, where he serves as Commander of Post 41 in Helena, the Reserve Officers Association, and the National Guard Association of Arkansas.

In his spare time, Edwards enjoys spending time with his family and friends. He enjoys cycling, fishing, preserving historic buildings and studying American history.

#### **Economic Development Director Helena Harbor**

#### IV. Funding Requests Denied



U.S. DEPARTMENT OF COMMERCE  
Economic Development Administration  
Austin Regional Office  
903 San Jacinto, Suite 206  
Austin, TX 78701

In Reply to  
EDA Control No.: 117044

February 23, 2021

Mr. John Edwards  
General Counsel and Economic Development Director  
Helena West Helena/Phillips County Port Authority  
P.O. Box 407  
Helena, Arkansas 72342-0407

Dear Mr. Edwards:

The application for EDA assistance regarding the Helena Harbor Water Supply Improvement Project in the amount of \$2,072,515.20 has been reviewed. It was evaluated based on the selection criteria published in the Federal Register.

We regret to inform you that we are unable to assist you with this project at this time since the evaluation has determined that your proposal does not compete favorably with other proposals from throughout the five states served by the Austin Regional Office (AURO). AURO has very limited funds to deploy across our five-state region which makes the competitive process of project selection very intense.

We appreciate your interests in the EDA programs.

Sincerely,

Jorge D. Ayala  
Regional Director



Asa Hutchinson  
Governor

## ARKANSAS DEPARTMENT OF AGRICULTURE

1 Natural Resources Drive, Little Rock, AR 72205  
agriculture.arkansas.gov  
(501) 225-1598



Wes Ward  
Secretary of Agriculture

May 10, 2022

The Arkansas Department of Agriculture has received numerous inquiries about potential water, wastewater, and stormwater funding under the American Rescue Plan Act of 2021 (ARPA) and Infrastructure Investment and Jobs Act (IIJA). To keep everyone informed, we wanted to provide this update.

### American Rescue Plan Act of 2021

As of today, most of the funding received by the State of Arkansas (State Government) from the American Rescue Plan Act of 2021 has been used for economic and health related issues resulting from the COVID-19 pandemic and increasing broadband across the state. The Arkansas American Rescue Plan Act Steering Committee (Steering Committee) has not decided on the proposal submitted by the working group for water and other infrastructure projects. We are optimistic that the Steering Committee will act on the water and wastewater request later this summer 2022, after the second tranche of funds has been allocated to the state from the federal government. Future funding decisions may be impacted by COVID-19 resurgences or new variants.

The working group's proposal was for the establishment of a grant program to distribute funding to water, wastewater, and stormwater projects across the state. Funds requested were based on the needs assessment that was conducted last summer, in which many of you submitted your infrastructure needs. As proposed, the funds would be administered by the Arkansas Natural Resources Division. If the Steering Committee allocates funding for a grant program, the Natural Resources Division will open an application period and provide notice and information to you about the application process. Once again, we appreciate your patience.

### Infrastructure Investment and Jobs Act Funding for Arkansas

The Arkansas Department of Agriculture – Natural Resources Division has been allocated funding from the Infrastructure Investment and Jobs Act to support water and wastewater infrastructure across the State of Arkansas. These funds will be distributed through the existing Clean Water and Safe Drinking Water State Revolving Loan funds administered by the Natural Resources Division. We anticipate that the following amounts of additional funding will be available this year:

Drinking Water	Funding
Drinking Water State Revolving Fund (DWSRF) General Funding	\$27,070,000 (This includes \$13,264,000 in Principal Forgiveness/Grant Funds)
DWSRF Lead Service Line Replacement	42,653,000 (This includes \$20,899,970 in Principal Forgiveness/Grant Funds)



DWSRF Emerging Contaminants	\$11,367,000 (This includes up to \$11,367,000 in Principal Forgiveness/Grant Funds)
<b>Wastewater and Stormwater</b>	<b>Funding</b>
Clean Water State Revolving Fund (CWSRF) General Funding	\$11,642,000 (This includes \$5,704,580 in Principal Forgiveness/Grant Funds)
CWSRF Emerging Contaminants	\$612,000 (This includes up to \$612,000 in Principal Forgiveness/Grant Funds)

To be eligible for the additional funding, your proposed project must meet specific program requirements relevant to each funding source. Please do not hesitate to call if you have questions regarding eligibility for funding. In addition, we will be required to prioritize the funding to those communities deemed "disadvantaged". We have not yet received the additional funding for this year but anticipate the funding being available this fall (2022). If you are interested in receiving funding under the Infrastructure Investment and Jobs Act, we encourage you to apply at any time. The first step in the funding process is to have your project considered by the Water and Wastewater Advisory Committee. The application can be found at the following link:

<https://www.agriculture.arkansas.gov/natural-resources/divisions/water-development/water-wastewater-funding-applications/>

Please do not hesitate to reach out to Debra Dickson at [debra.dickson@arkansas.gov](mailto:debra.dickson@arkansas.gov) or (501) 682-0548 with questions you may have about applying for financial assistance for your water and wastewater infrastructure or to help determine if you may qualify for funding under the Infrastructure Investment and Jobs Act.

Wes Ward  
Secretary of Agriculture  
State of Arkansas

## V. Proposed Costs

**Phillips County Port Authority**  
**Proposed Rail Spur to Helm Fertilizer**  
**Planning Level Opinion of Probable Project Costs**  
**March 2022**

MAJOR PROJECT ITEMS	ESTIMATED QUANTITIES	ESTIMATED ITEM COST	
		UNIT COST	TOTAL COST
		\$	\$
<b>RAIL</b>			
Helm Rail Spur & Siding - 1.1 mile +/-			
Mobilization & General Conditions	1 LS	150000.00	150,000
115# Rail (including joints, & hardware)	5600 TF	116.00	649,600
Base Fill	8785 CY	25.00	219,630
New M10 Steel Ties	2800 EA	170.00	476,000
#4 Railroad Ballast Stone	7245 TN	48.00	347,760
Mirifi Tensile Cloth	8711 SY	3.25	28,311
#9 Turnout	2 EA	121500.00	243,000
Levee Crossing	1 EA	75000.00	75,000
			0
			0
CONTINGENCY (7.50% +/-)			164,198
<b>TOTAL ESTIMATED CONSTRUCTION COST</b>			<b>\$2,353,498</b>
Engineering Fees (Design & Construction) 15%			353,025
<b>TOTAL OPINION OF PROBABLE PROJECT COST<sup>1,2</sup></b>			<b>\$2,706,523</b>
<b>PROPOSED PROJECT FUNDING</b>			
<b>TOTAL FUNDING AS PROPOSED</b>			<b>\$0</b>

<sup>1</sup>This OPFC was developed on a conceptual basis using the best information and data available and/or provided as to the scope and magnitude of the various, major quantity items. The opinion is based upon an assessment limited to the comparative cost of similar construction, and does not include fluctuations in material prices or inflation. Additional information, specific site surveys, topography, and project assessment could give rise to an adjustment of the above cost opinion.

<sup>2</sup>This OPFC excludes any administrative cost associated with the acquisition of funding and the coordination of any construction and other project related efforts.



(P) 870.338.6550  
(F) 870.338.7730

SMITH & WEILAND  
 SURVEYORS AND ENGINEERS, INC.  
 728 CHEROKEE STREET  
 HELENA, AR 72348

Page 1 of 1

**Helena-West Helena Phillips County Port Authority**  
**Proposed New Elevated Water Tank Project**  
**Preliminary Opinion of Probable Project Costs**  
**March 2022**

DESCRIPTION		ELEVATED WATER TANK 500,000 GAL	
#			\$
<b>GENERAL</b>			
1	Mobilization and General Conditions	LS	304,165
<b>SITWORK &amp; SUPPORTING UTILITIES</b>			
2	Altitude Valve & Box	LS	93,750
3	Connecting Linework, Taps Fire Hydrant, and Valves	LS	76,250
4	Concrete Site Paving	LS	106,902
5	Crushed Limestone Site Paving	LS	48,000
6	General Site Grading & Drainage Improvements	LS	40,000
7	Site Electrical	LS	45,500
<b>TANK &amp; FOUNDATION</b>			
8	New Painted Steel, Multi Column, Elevated Tank (150' - 30' Head Range)	LS	1,900,000
9	Tank Foundation	LS	400,000
10	Tank Mixing System(s)	LS	156,250
11	SCADA & Other Control Systems (allowance)	LS	80,000
12	Chlorinator	LS	95,000
<b>TOTAL ESTIMATED CONSTRUCTION COST</b>			<b>\$3,345,817</b>
12	Administrative Cost	LS	1,500
13	Engineering Planning, Design, Bid, and Funding Coordination - (Engineering Fees)	5%	167,291
14	Construction Engineering, Observation, Administration and Testing (Project Inspection)	13%	434,956
15	Geotechnical Testing	LS	25,000
16	Contingency (Construction Costs Only)	5%	152,083
<b>TOTAL OPINION OF PROBABLE PROJECT COST<sup>1,2</sup></b>			<b>\$4,126,646</b>

<sup>1</sup>This OPIC was developed on a conceptual basis using the best information and data available and/or provided as to the scope and magnitude of the various major quantities. The opinion is based upon an assessment based on the comparative cost of similar construction, and does not include fluctuations in material prices or inflation. Additional information, specific site surveys, topography, and project assessment could give rise to an adjustment of the above cost estimate.

<sup>2</sup>This OPIC excludes any administrative cost associated with the acquisition of funding and the coordination of any construction and other project related efforts.



(P) 501.206.6322  
(F) 501.206.7232

SMITH & WEILAND  
SURVEYORS AND ENGINEERS, INC.  
REGISTERED SURVEYOR  
BRASSCA, AR 72604



Page 1 of 1

TERRY E. SMITH  
Registered Professional Land Surveyor  
MS Registration No. 2632  
AR Registration No. 1484



KENNETH L. WEILAND  
Registered Professional Engineer  
MS Registration No. 09971  
AR Registration No. 10791

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May 12, 2022

Mr. John Edwards  
Economic Development Director  
Helena Harbor  
P.O. Box 407  
Helena, AR 72342

***Reference: Grant Administration Proposal for FY 2022 MARAD grant***

Mr. Edwards:

Smith & Weiland is pleased to offer our services to administer the FY 2022 MARAD Grant for the Helena Harbor Grant Application. Our fees for this service is estimated to be \$292,000.00

**As Grant Administrator, Smith & Weiland will:**

1. Complete and submit necessary documentation and cooperate with the Federal Agency to obtain Executed Contract/Agreement and Release of Funds.
2. Ensure the Project is completed according to under the terms of the Contract/Agreement.
3. Provide for the accounting of funds, preparation of financial forms, and performance of other functions in the management of program finances as mandated by the U.S. Department of Transportation to ensure consistency with program requirements.
4. Submit the mandated quarterly and final progress and performance reports, and if necessary, program amendment and program extension documentation.
5. Provide Monitoring and Record Retention, including activities under sub awards and contracts, to ensure compliance with the Contract/Agreement.

**Grant Administration Experience:**

Smith & Weiland has significant experience in grant administration. We have administered large grants for various federal and state funding sources. Examples of our experience are as follows:

1. FAA – AIP Grant #3-05-0029-012-2019 in the amount of \$4,480,376.00 for the rehabilitation and resurface of Runway 18-36 at Thompson – Robbins Airport, Helena, AR.
2. Mississippi Department of Transportation (MDOT) LPA Grant #106097-801000 in the amount of \$2,605,736.24 for the Hwy 316 Bypass of Jonestown, MS.
3. Arkansas State Aeronautics Commission Grants #3881-20 and #3943-21 for construction of two (2) aircraft hangar buildings at Thompson – Robbins Airport, Helena, AR.

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**SMITH & WEILAND**  
SURVEYORS AND ENGINEERS, INC.  
728 Cherry Street  
Helena, AR 72342

Phone: (870) 338-6550

Fax: (870) 338-7730

May 12, 2022  
Edwards  
Page 2 of 2

Additionally, Smith & Weiland has managed grants from Arkansas Natural Resources Commission and the Arkansas Waterways Commission.

We look forward to facilitating the success of this project! If you have questions, please do not hesitate to contact me.

With warm regards,

A handwritten signature in cursive script that reads "K.L. Weiland, P.E.".

**KENNETH L. WEILAND, P.E.**  
**VICE PRESIDENT**

KLW/mcb

## VI. NEPA and Permit Documentation

### A PHASE I CULTURAL RESOURCE SURVEY FOR THE HELENA WATER TANK, PHILLIPS COUNTY, ARKANSAS

PREPARED BY  
TERRAXPLORATIONS, INC.

PREPARED FOR  
HEADWATERS



TerraXplorations, Inc.  
1001 Hampton Gate  
Mobile, Alabama 36609  
[www.terraexplorations.com](http://www.terraexplorations.com)

FEBRUARY 2020

Headwaters  
P.O. Box 2836  
Ridgeland, Mississippi 39158

CATEGORICAL EXCLUSION CHECKLIST

Project(s): Helena-West Helena/Phillips County Port Authority

Date: May 13, 2022

Nature of Action(s):

Exclusion Category: No. \_\_\_\_\_ Topic \_\_\_\_\_

Instructions: For the above action(s) under the subject project or group of homogeneous projects, check the appropriate answer to each of the questions below. If all the answers on this list are checked "No," then the action(s) meet the criteria for categorical exclusion. If any answer is checked "Yes" or "Uncertain," then an environmental assessment will be prepared unless there is no doubt that an environmental impact statement is required.

- |  |  |                 |           |
|--|--|-----------------|-----------|
| 1. This action would have significant adverse effects on public health or safety.  | No <input checked="" type="checkbox"/> _____ | Uncertain _____ | Yes _____ |
| 2. This action would have significant effect on wildlife resources or would affect unique geographical features such as: wetlands, wild or scenic rivers, refuges, floodplains, etc., or lands protected by section 4(f) of the DOT Act. | No <input checked="" type="checkbox"/> _____ | Uncertain _____ | Yes _____ |
| 3. This action will have highly controversial environmental effects.   | No <input checked="" type="checkbox"/> _____ | Uncertain _____ | Yes _____ |
| 4. This action will have highly uncertain environmental effects or involve unique or unknown environmental risk.   | No <input checked="" type="checkbox"/> _____ | Uncertain _____ | Yes _____ |
| 5. This action will establish a precedent for future actions.  | No <input checked="" type="checkbox"/> _____ | Uncertain _____ | Yes _____ |
| 6. This action is related to other actions with individually insignificant but cumulatively significant effects.   | No <input checked="" type="checkbox"/> _____ | Uncertain _____ | Yes _____ |

7. This action will affect properties listed or eligible for listing in the National Register of Historic Places, or otherwise protected by section 106 of the National Historic Preservation Act. No ☒ Uncertain \_\_\_\_\_ Yes \_\_\_\_\_
8. This action will affect a species listed or proposed to be listed as Endangered or Threatened. No ☒ Uncertain \_\_\_\_\_ Yes \_\_\_\_\_
9. This action is inconsistent with Federal, State, local or tribal law or requirements imposed for protection of the environment. No ☒ Uncertain \_\_\_\_\_ Yes \_\_\_\_\_
10. This action or group of actions would involve unresolved conflicts concerning alternative uses of available resources. No ☒ Uncertain \_\_\_\_\_ Yes \_\_\_\_\_

Conclusion:

NEPA Action-Categorical Exclusion Yes  
EA Required NA  
EIS Required NA  
Explanation and/or Remarks: \_\_\_\_\_

Preparer's Name and Title:

Concur: John C Edwards Date: May 13, 2022  
(Signature, Name, and Title of Program Official)  
John Charles Edwards  
General Counsel & Economic Development Dir.

Concur: \_\_\_\_\_ Date: \_\_\_\_\_  
(Signature, Name, and Title of Environmental Activities Coordinator)



## VII. Maps

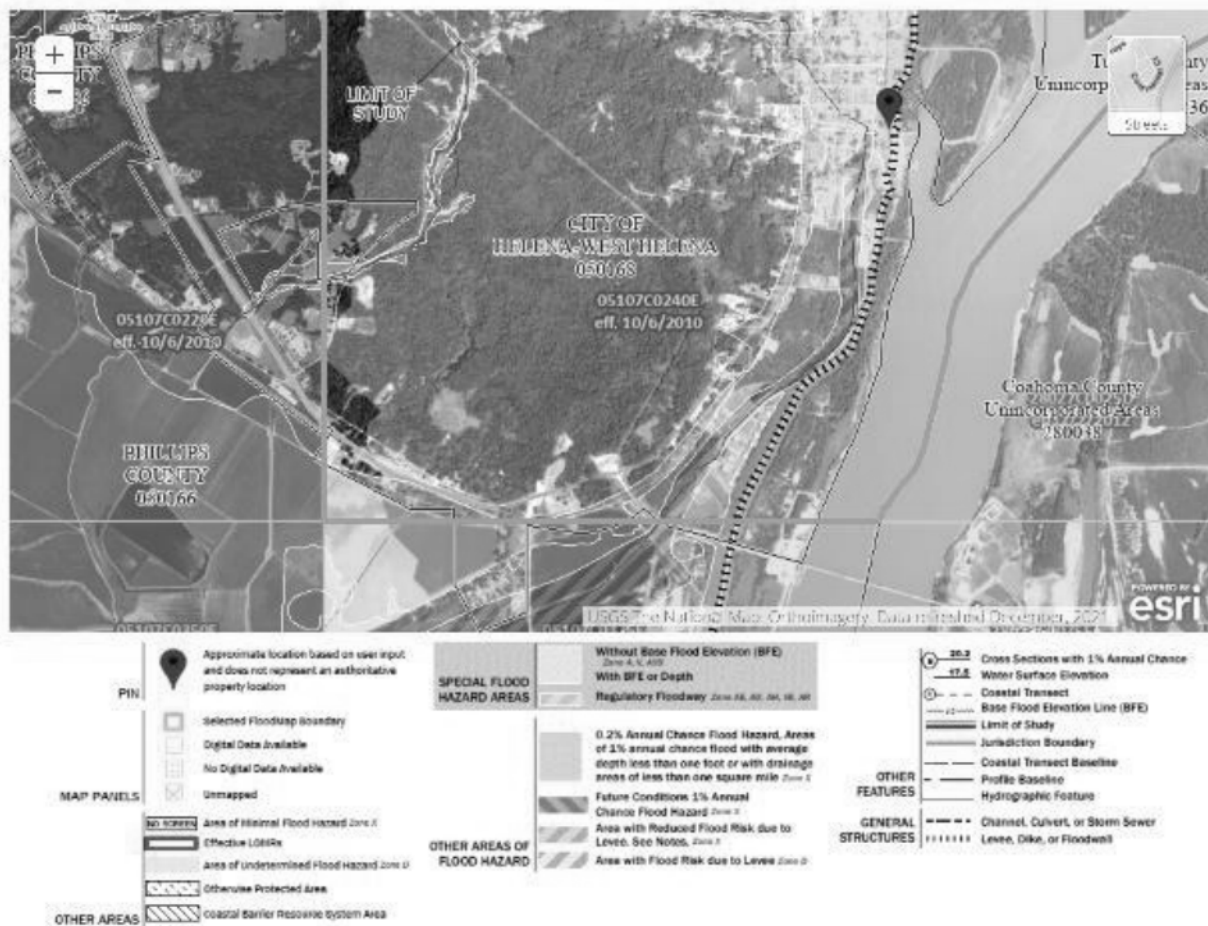


Figure 1 Fema Flood Plane

<https://msc.fema.gov/portal/search?AddressQuery=724%20phillips%20road%20helena%20are#searchresultsanchor>

## VIII. EJScreen Report



United States  
Environmental Protection  
Agency

### EJScreen Report (Version 2.0)



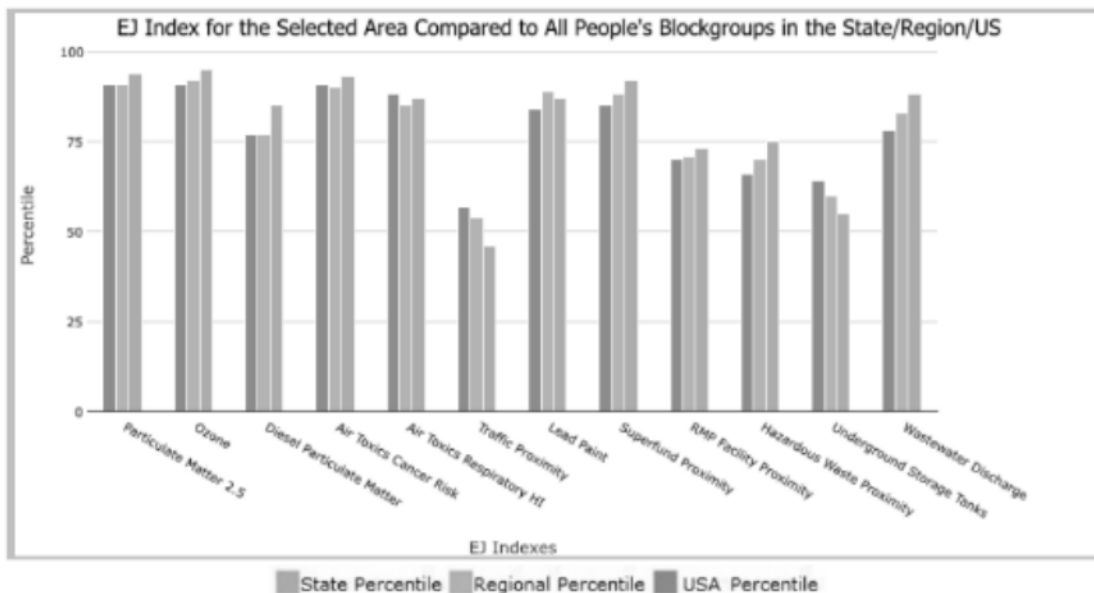
5 miles Ring Centered at 34.415902,-90.611112, MISSISSIPPI, EPA Region 4

Approximate Population: 1,565

Input Area (sq. miles): 78.53

Helena Harbor Slackwater Port

Selected Variables	State Percentile	EPA Region Percentile	USA Percentile
<b>Environmental Justice Indexes</b>			
EJ Index for Particulate Matter 2.5	94	91	91
EJ Index for Ozone	95	92	91
EJ Index for 2017 Diesel Particulate Matter*	85	77	77
EJ Index for 2017 Air Toxics Cancer Risk*	93	90	91
EJ Index for 2017 Air Toxics Respiratory HI*	87	85	88
EJ Index for Traffic Proximity	46	54	57
EJ Index for Lead Paint	87	89	84
EJ Index for Superfund Proximity	92	88	85
EJ Index for RMP Facility Proximity	73	71	70
EJ Index for Hazardous Waste Proximity	75	70	66
EJ Index for Underground Storage Tanks	55	60	64
EJ Index for Wastewater Discharge	88	83	78



This report shows the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.

May 15, 2022

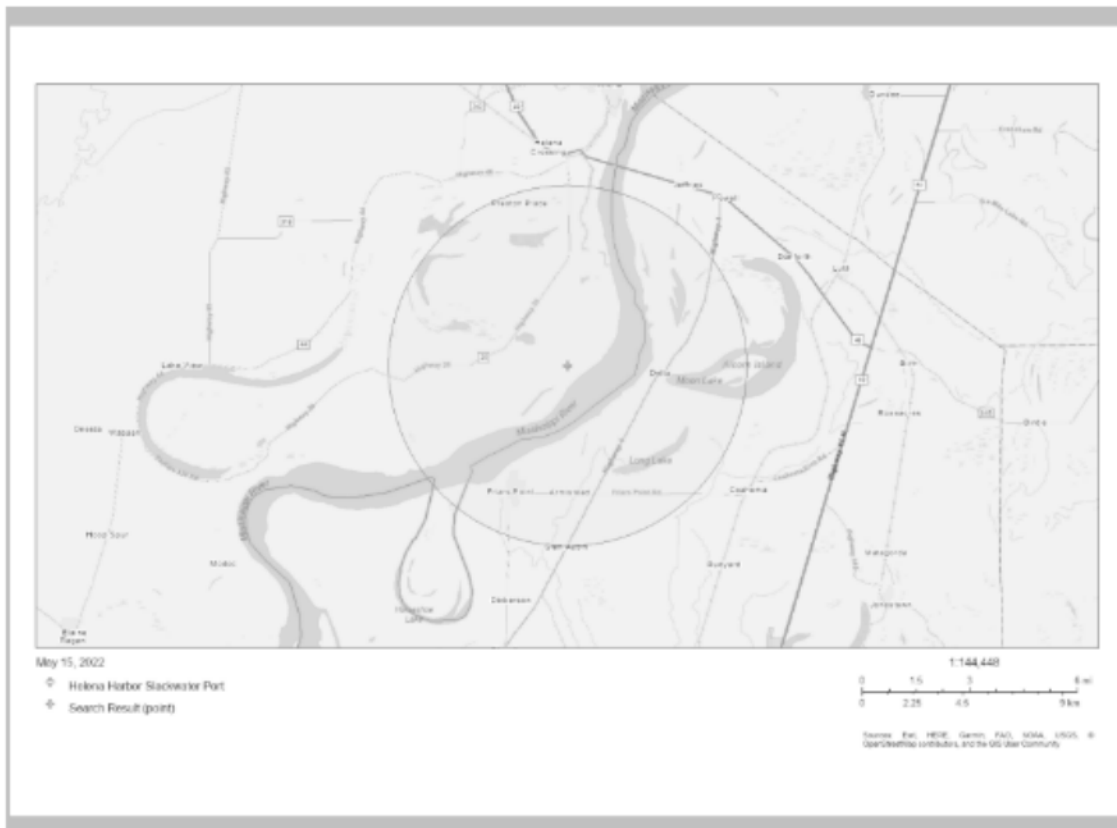
1/3

**5 miles Ring Centered at 34.415902, -90.611112, MISSISSIPPI, EPA Region 4**

**Approximate Population: 1,565**

**Input Area (sq. miles): 78.53**

**Helena Harbor Slackwater Port**



Sites reporting to EPA	
Superfund NPL	0
Hazardous Waste Treatment, Storage, and Disposal Facilities (TSDF)	0

## EJScreen Report (Version 2.0)



5 miles Ring Centered at 34.415902, -90.611112, MISSISSIPPI, EPA Region 4

Approximate Population: 1,565

Input Area (sq. miles): 78.53

Helena Harbor Slackwater Port

Selected Variables	Value	State Avg.	%ile in State	EPA Region Avg.	%ile in EPA Region	USA Avg.	%ile in USA
<b>Pollution and Sources</b>							
Particulate Matter 2.5 ( $\mu\text{g}/\text{m}^3$ )	8.7	9.15	15	8.18	71	8.74	53
Ozone (ppb)	39.9	37.8	89	37.9	57	42.6	31
2017 Diesel Particulate Matter* ( $\mu\text{g}/\text{m}^3$ )	0.108	0.149	41	0.261	<50th	0.295	<50th
2017 Air Toxics Cancer Risk* (lifetime risk per million)	30	32	81	31	80-90th	29	80-90th
2017 Air Toxics Respiratory HI*	0.3	0.42	10	0.4	<50th	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	0.091	140	1	430	0	710	0
Lead Paint (% Pre-1960 Housing)	0.13	0.15	59	0.15	64	0.28	44
Superfund Proximity (site count/km distance)	0.059	0.064	71	0.083	64	0.13	48
RMP Facility Proximity (facility count/km distance)	0.079	0.54	27	0.6	13	0.75	10
Hazardous Waste Proximity (facility count/km distance)	0.061	0.31	26	0.62	11	2.2	9
Underground Storage Tanks (count/km <sup>2</sup> )	0.0072	2.6	13	3.5	10	3.9	16
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.00039	0.02	72	0.45	54	12	41
<b>Socioeconomic Indicators</b>							
Demographic Index	84%	43%	94	37%	97	36%	97
People of Color	90%	43%	89	39%	91	40%	89
Low Income	78%	42%	94	35%	97	31%	97
Unemployment Rate	27%	7%	97	6%	98	5%	98
Linguistically Isolated	0%	1%	79	3%	51	5%	45
Less Than High School Education	21%	15%	74	13%	82	12%	81
Under Age 5	10%	6%	81	6%	85	6%	83
Over Age 64	11%	15%	29	17%	29	16%	34

\*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's 2017 Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

For additional information, see: [www.epa.gov/environmentaljustice](http://www.epa.gov/environmentaljustice)

EJScreen is a screening tool for pre-decisional use only. It can help identify areas that may warrant additional consideration, analysis, or outreach. It does not provide a basis for decision-making, but it may help identify potential areas of EJ concern. Users should keep in mind that screening tools are subject to substantial uncertainty in their demographic and environmental data, particularly when looking at small geographic areas. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJScreen documentation for discussion of these issues before using reports. This screening tool does not provide data on every environmental impact and demographic factor that may be relevant to a particular location. EJScreen outputs should be supplemented with additional information and local knowledge before taking any action to address potential EJ concerns.

May 15, 2022

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## EJSCREEN ACS Summary Report



Location: User-specified point center at 34.415902, -90.611112  
Ring (buffer): 5-miles radius  
Description: Helena Harbor Slackwater Port

Summary of ACS Estimates		2015 - 2019	
Population		1,565	
Population Density (per sq. mile)		24	
People of Color Population		1,404	
% People of Color Population		90%	
Households		607	
Housing Units		720	
Housing Units Built Before 1950		50	
Per Capita Income		19,872	
Land Area (sq. miles) (Source: SF1)		63.95	
% Land Area		90%	
Water Area (sq. miles) (Source: SF1)		7.20	
% Water Area		10%	
		2015 - 2019 ACS Estimates	MOE (±)
Population by Race		Percent	
Total		1,565	278
Population Reporting One Race		1,552	507
White		162	201
Black		1,390	254
American Indian		0	13
Asian		0	13
Pacific Islander		0	13
Some Other Race		0	13
Population Reporting Two or More Races		13	21
Total Hispanic Population		3	59
Total Non-Hispanic Population		1,563	
White Alone		161	187
Black Alone		1,388	254
American Indian Alone		0	13
Non-Hispanic Asian Alone		0	13
Pacific Islander Alone		0	13
Other Race Alone		0	13
Two or More Races Alone		13	21
Population by Sex			
Male		715	175
Female		850	180
Population by Age			
Age 0-4		149	104
Age 0-17		473	139
Age 18+		1,093	175
Age 65+		173	66

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.  
N/A means not available. Source: U.S. Census Bureau, American Community Survey (ACS) 2015 - 2019.



## EJSCREEN ACS Summary Report



Location: User-specified point center at 34.415902, -90.611112  
Ring (buffer): 5-miles radius  
Description: Helena Harbor Slackwater Port

	2015 - 2019 ACS Estimates	Percent	MOE (±)
<b>Population 25+ by Educational Attainment</b>			
Total	927	100%	161
Less than 9th Grade	60	6%	46
9th - 12th Grade, No Diploma	138	15%	55
High School Graduate	217	23%	97
Some College, No Degree	241	26%	89
Associate Degree	141	15%	56
Bachelor's Degree or more	130	14%	60
<b>Population Age 5+ Years by Ability to Speak English</b>			
Total	1,416	100%	235
Speak only English	1,416	100%	215
Non-English at Home <sup>1,2,3,4</sup>	0	0%	13
<sup>1</sup> Speak English "very well"	0	0%	13
<sup>2</sup> Speak English "well"	0	0%	13
<sup>3</sup> Speak English "not well"	0	0%	13
<sup>4</sup> Speak English "not at all"	0	0%	13
<sup>3+4</sup> Speak English "less than well"	0	0%	13
<sup>2+3+4</sup> Speak English "less than very well"	0	0%	13
<b>Linguistically Isolated Households*</b>			
Total	0	0%	13
Speak Spanish	0	0%	13
Speak Other Indo-European Languages	0	0%	13
Speak Asian-Pacific Island Languages	0	0%	13
Speak Other Languages	0	0%	13
<b>Households by Household Income</b>			
Household Income Base	607	100%	103
< \$15,000	203	33%	69
\$15,000 - \$25,000	149	25%	60
\$25,000 - \$50,000	128	21%	47
\$50,000 - \$75,000	44	7%	49
\$75,000 +	83	14%	54
<b>Occupied Housing Units by Tenure</b>			
Total	607	100%	103
Owner Occupied	306	50%	73
Renter Occupied	301	50%	93
<b>Employed Population Age 16+ Years</b>			
Total	1,143	100%	205
In Labor Force	638	56%	158
Civilian Unemployed in Labor Force	171	15%	88
Not In Labor Force	506	44%	136

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of anyrace.

N/A means not available. Source: U.S. Census Bureau, American Community Survey (ACS)

\*Households in which no one 14 and over speaks English "very well" or speaks English only.

IX. Helena-West Helena Phillips County Flood Damage Prevention Plan

**Helena-West Helena/Phillips County  
Port Authority  
Flood Damage Prevention Policy**

**AN POLICY PROVIDING FOR THE ESTABLISHMENT OF A FLOOD DAMAGE  
PREVENTION PROGRAM FOR THE HELENA WEST HELENA/PHILLIPS COUNTY  
PORT AUTHORITY (HELENA HARBOR) AND FOR OTHER PURPOSES.**

**SECTION 1.**

The Legislature of the State of Arkansas has in Ark. Code Ann. § 14-268-101 et seq., has delegated the responsibility to local governmental units to adopt regulations to minimize flood losses. Therefore, the Helena-West Helena/Phillips County Port Authority, established under the Metropolitan Port Authority Act of 1961, does hereby create this policy as follows:

**SECTION 2. FINDINGS OF FACT**

- A. The Federal Emergency Management Agency (FEMA) has identified Special Flood Hazard Areas of Phillips County, Arkansas in the current scientific and engineering report entitled "The Flood Insurance Study (FIS) for Phillips County, Arkansas and Unincorporated Areas."
- B. These Special Flood Hazard Areas are subject to periodic flooding events that result in loss of life and property, pose health and safety hazards, disrupt commerce and governmental services, and cause extraordinary public expenditures for flood protection and relief, all of which adversely affect the public health, safety and general welfare.
- C. These periodic flooding events are exacerbated by the cumulative effect of floodplain developments which cause an increase in flood heights and velocities, and by the placement of inadequately elevated, inadequately flood proofed or otherwise unprotected structures or uses vulnerable to floods into Special Flood Hazard Areas. Such structures or uses are inherently hazardous to other lands because of their adverse impact on flooding events.

1  
2  
3  
4  
5 **SECTION 3. STATEMENT OF PURPOSE**  
6

7 The purpose of this policy is to promote the public health, safety and general welfare, to prevent  
8 adverse impacts from any floodplain development activities, and to minimize public and private  
9 losses due to flooding events in identified Special Flood Hazard Areas. This policy advances  
10 the stated purpose through provisions designed to:

- 11  
12 A. Protect human life and health;  
13  
14 B. Protect natural floodplains against unwise development;  
15  
16 C. Eliminate adverse impacts of necessary floodplain development;  
17  
18 D. Minimize expenditure of public monies on flood control projects;  
19  
20 E. Minimize the need for rescue and relief efforts associated with flooding and generally  
21 undertaken at the expense of the general public;  
22  
23 F. Minimize prolonged business interruptions due to flooding events;  
24  
25 G. Minimize damage to public facilities and utilities such as water and gas mains, electric,  
26 telephone and sewer lines, streets and bridges located in Special Flood Hazard Areas;  
27  
28 H. Minimize future flood blight areas to help maintain a stable tax base; and  
29  
30 I. Provide for notice to potential buyers when property is in a Special Flood Hazard Area.  
31

32 **SECTION 4. LANDS TO WHICH THIS ORDINANCE APPLIES**  
33

34 The policy shall apply to all Special Flood Hazard Areas within the jurisdiction of  
35 the Helena-West Helena/Phillips County Port Authority located in the  
36 unincorporated area of Phillips County, Arkansas  
37

38 **SECTION 5. METHODS OF REDUCING FLOOD LOSSES**  
39

40 This policy uses the following methods to accomplish the stated purpose:

- 41 A. This policy restricts or prohibits structures or uses in Special Flood Hazard Areas that  
42 adversely impact health, safety or property during flooding events;  
43  
44  
45  
46



## ATTACHMENTS FORM

**Instructions:** On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

**Important:** Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	<input type="text" value="1234-2022 PIDP Helena Harbor"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
2) Please attach Attachment 2	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
3) Please attach Attachment 3	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
4) Please attach Attachment 4	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
5) Please attach Attachment 5	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
6) Please attach Attachment 6	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
7) Please attach Attachment 7	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
8) Please attach Attachment 8	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
9) Please attach Attachment 9	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
10) Please attach Attachment 10	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
11) Please attach Attachment 11	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
12) Please attach Attachment 12	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
13) Please attach Attachment 13	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
14) Please attach Attachment 14	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>
15) Please attach Attachment 15	<input type="text"/>	<input type="button" value="Add Attachment"/>	<input type="button" value="Delete Attachment"/>	<input type="button" value="View Attachment"/>

## Application for Federal Assistance SF-424

\* 1. Type of Submission:

- ☐ Preapplication  
☒ Application  
☐ Changed/Corrected Application

\* 2. Type of Application:

- ☒ New  
☐ Continuation  
☐ Revision

\* If Revision, select appropriate letter(s):

\* Other (Specify):

\* 3. Date Received:

05/15/2022

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

### 8. APPLICANT INFORMATION:

\* a. Legal Name:

Helena West Helena/Phillips County Port Authority

\* b. Employer/Taxpayer Identification Number (EIN/TIN):

(b)(4)

\* c. UEI:

(b)(4)

### d. Address:

\* Street1:

PO Box 407

Street2:

\* City:

Helena

County/Parish:

AR

\* State:

AR: Arkansas

Province:

\* Country:

USA: UNITED STATES

\* Zip / Postal Code:

72342-0342

### e. Organizational Unit:

Department Name:

Division Name:

### f. Name and contact information of person to be contacted on matters involving this application:

Prefix:

\* First Name:

John

Middle Name:

Charles

\* Last Name:

Edwards

Suffix:

Title:

General Counsel/Economic Development Director

Organizational Affiliation:

Helena Harbor

\* Telephone Number:

5016805248

Fax Number:

\* Email:

johnedwardsoffice@gmail.com

## Application for Federal Assistance SF-424

### \* 9. Type of Applicant 1: Select Applicant Type:

D: Special District Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

\* Other (specify):

### \* 10. Name of Federal Agency:

Maritime Administration

### 11. Catalog of Federal Domestic Assistance Number:

20.823

CFDA Title:

Port Infrastructure Development Program

### \* 12. Funding Opportunity Number:

MA-PID-22-001

\* Title:

2022 Port Infrastructure Development Program Grants

### 13. Competition Identification Number:

Title:

### 14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

### \* 15. Descriptive Title of Applicant's Project:

Helena Harbor Transportation Enhancement Development Project

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

**Application for Federal Assistance SF-424****16. Congressional Districts Of:**\* a. Applicant \* b. Program/Project 

Attach an additional list of Program/Project Congressional Districts if needed.

**17. Proposed Project:**\* a. Start Date: \* b. End Date: **18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="6,412,652.00"/>
* b. Applicant	<input type="text" value="610,517.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="2,000.00"/>
* e. Other	<input type="text" value="100,000.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="7,125,169.00"/>

**\* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- ☒ a. This application was made available to the State under the Executive Order 12372 Process for review on .
- ☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☐ c. Program is not covered by E.O. 12372.

**\* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**☐ Yes ☒ No

If "Yes", provide explanation and attach

**21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ \*\* I AGREE

\*\* The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

**Authorized Representative:**

Prefix:  \* First Name:

Middle Name:

\* Last Name:

Suffix:

\* Title: \* Telephone Number:  Fax Number: \* Email: \* Signature of Authorized Representative:  \* Date Signed:

# DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C.1352

OMB Number: 4040-0013

Expiration Date: 02/28/2025

<b>1. * Type of Federal Action:</b> <input type="checkbox"/> a. contract <input checked="" type="checkbox"/> b. grant <input type="checkbox"/> c. cooperative agreement <input type="checkbox"/> d. loan <input type="checkbox"/> e. loan guarantee <input type="checkbox"/> f. loan insurance	<b>2. * Status of Federal Action:</b> <input checked="" type="checkbox"/> a. bid/offer/application <input type="checkbox"/> b. initial award <input type="checkbox"/> c. post-award	<b>3. * Report Type:</b> <input checked="" type="checkbox"/> a. initial filing <input type="checkbox"/> b. material change
<b>4. Name and Address of Reporting Entity:</b> <input checked="" type="checkbox"/> Prime <input type="checkbox"/> SubAwardee * Name: Helena-West Helena/Phillips County Port Authority * Street 1: PO Box 407    Street 2: _____ * City: Helena    State: AR: Arkansas    Zip: 72342 Congressional District, if known: AR-001		
<b>5. If Reporting Entity in No.4 is Subawardee, Enter Name and Address of Prime:</b>   		
<b>6. * Federal Department/Agency:</b> Maritime Administration		<b>7. * Federal Program Name/Description:</b> Port Infrastructure Development Program CFDA Number, if applicable: 20.823
<b>8. Federal Action Number, if known:</b> _____		<b>9. Award Amount, if known:</b> \$ _____
<b>10. a. Name and Address of Lobbying Registrant:</b> Prefix: _____ * First Name: John    Middle Name: Charles * Last Name: Edwards    Suffix: _____ * Street 1: PO Box 407    Street 2: _____ * City: Helena    State: AR: Arkansas    Zip: 72342		
<b>b. Individual Performing Services</b> (including address if different from No. 10a) Prefix: _____ * First Name: John    Middle Name: Charles * Last Name: Edwards    Suffix: _____ * Street 1: PO Box 407    Street 2: _____ * City: Helena    State: AR: Arkansas    Zip: 72142		
<b>11.</b> Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when the transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.  * Signature: John C Edwards * Name: Prefix: Mr.    * First Name: John    Middle Name: Charles * Last Name: Edwards    Suffix: _____ Title: General Counsel & Economic Development Dir    Telephone No.: 870-338-6444    Date: 05/15/2022		
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