

Application for Federal Assistance SF-424

Version 02

* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify) <input type="text"/>
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* 3. Date Received: <input type="text" value="09/15/2014"/>	4. Applicant Identifier: <input type="text"/>
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5a. Federal Entity Identifier: <input type="text"/>	* 5b. Federal Award Identifier: <input type="text"/>
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State Use Only:

6. Date Received by State: <input type="text"/>	7. State Application Identifier: <input type="text"/>
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8. APPLICANT INFORMATION:

* a. Legal Name:

* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text" value="64-0844747"/>	* c. Organizational DUNS: <input type="text" value="122490324"/>
--	---

d. Address:

* Street1:	<input type="text" value="1141 Bayview Ave"/>
Street2:	<input type="text"/>
* City:	<input type="text" value="Biloxi"/>
County:	<input type="text"/>
* State:	<input type="text" value="MS: Mississippi"/>
Province:	<input type="text"/>
* Country:	<input type="text" value="USA: UNITED STATES"/>
* Zip / Postal Code:	<input type="text" value="39530"/>

e. Organizational Unit:

Department Name: <input type="text" value="Office of Coastal Restoration"/>	Division Name: <input type="text" value="Sport Fish Boat Access"/>
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f. Name and contact information of person to be contacted on matters involving this application:

Prefix: <input type="text" value="Mrs."/>	* First Name: <input type="text" value="Barbara"/>
Middle Name: <input type="text"/>	
* Last Name: <input type="text" value="Levine"/>	
Suffix: <input type="text"/>	

Title:

Organizational Affiliation:

* Telephone Number: <input type="text" value="228-523-4026"/>	Fax Number: <input type="text"/>
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* Email:

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9. Type of Applicant 1: Select Applicant Type:

A: State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

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

Fish and Wildlife Service

11. Catalog of Federal Domestic Assistance Number:

15.622

CFDA Title:

Sportfishing and Boating Safety Act

*** 12. Funding Opportunity Number:**

F14AS00241

* Title:

Boating Infrastructure Grants Tier 2

13. Competition Identification Number:

Title:

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

Long Beach Harrison County, MS

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

Long Beach Harbor Phase II will provide transient boater access.

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

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16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

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

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="950,911.00"/>
* b. Applicant	<input type="text" value="0.00"/>
* c. State	<input type="text" value="475,455.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="1,426,366.00"/>

*** 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.)**

- Yes No

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:

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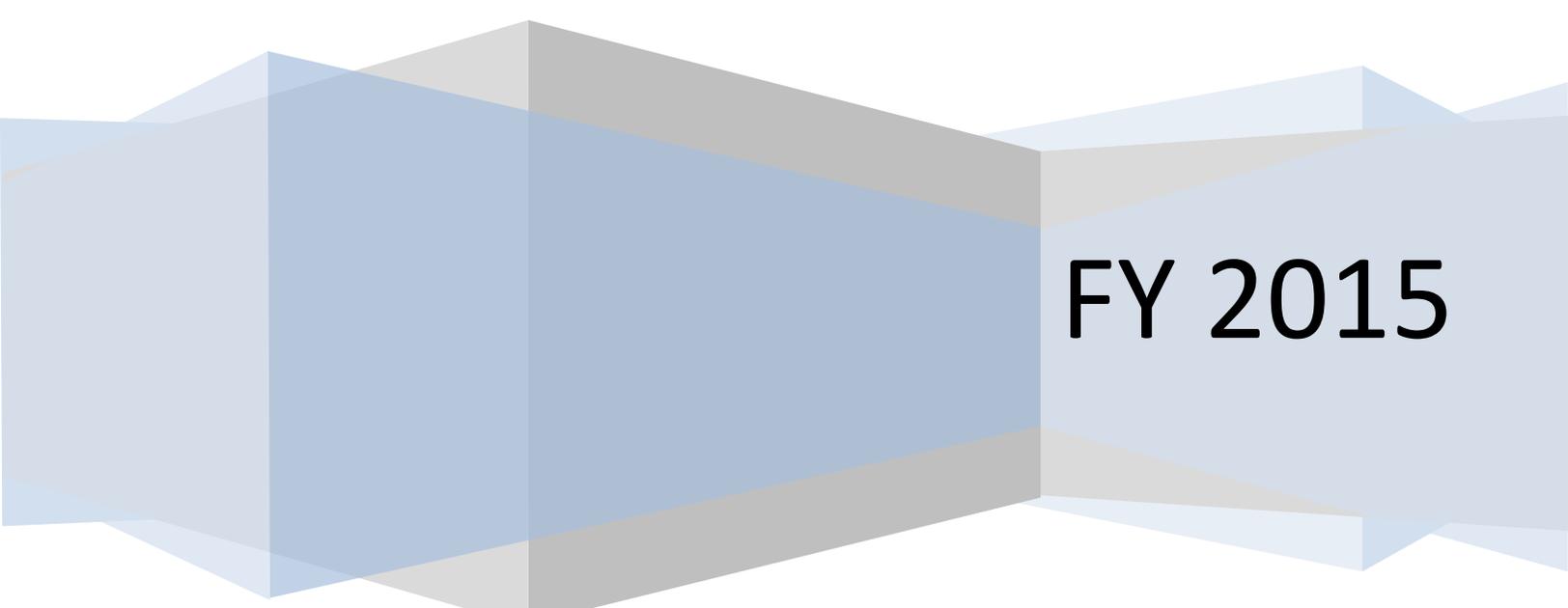
*** Applicant Federal Debt Delinquency Explanation**

The following field should contain an explanation if the Applicant organization is delinquent on any Federal Debt. Maximum number of characters that can be entered is 4,000. Try and avoid extra spaces and carriage returns to maximize the availability of space.

MS Dept of Marine Resources

Long Beach Harbor Phase II BIG Project-Tier II

Project Statement



FY 2015

STATE: Mississippi

FON: F14AS00241

PERIOD: April 1, 2015 – March 31, 2016

PROJECT TITLE: Long Beach Harbor Phase II BIG Project-Tier II

TITLE: Long Beach Harbor Phase II	NUMBER: STATUS: F14AS00241
APPLICANT: MS Department of Marine Resources	CONTACT: Rhonda Price – MS Dept of Marine Resources (228)297-9866
COSTS: \$1,426,366 (Total Cost) FEDERAL \$950,911.00 STATE \$475,455.00	SPONSOR MATCH: Appropriation\Cash\in-kind

Description: Guest moorage is needed to facilitate transient boater access to port facilities and amenities within walking distance as they transit the Intracoastal Waterway in the northern Gulf of Mexico, specifically in the Mississippi Sound, and regional recreational boaters are accommodated for overnight stay. The guest moorage for the entire project (Phase-1 and Phase-2) will accommodate approximately 16 vessels greater than 26' in length in close proximity to both businesses in the harbor and the city of Long Beach, MS and pedestrian access to facilities and businesses in both the harbor and the downtown business district of Long Beach, MS. Phase I will be completed in September 2015. This proposal, Phase II, will encompass 260 feet of guest moorage, accommodating approximately 8 vessels 26' or greater. The Port of Long Beach, MS is located just south and east of the main downtown and business district of the city of Long Beach, MS (population approximately 17,000). The closest additional transient moorage is currently in Slidell, LA - ~50 nautical miles to the west, and Biloxi small craft harbor ~15 nautical miles to the east.

The objective is to add transient moorage as the harbor is rebuilt after hurricanes Katrina and Isaac hurricanes. Land lease holders within the harbor participate by granting public access right-of-way to the area on the waterfront side of their facility. Existing permanent harbor facilities will be utilized as much as possible to provide marina amenities for transient vessels and their passengers.

The 260' of guest moorage consists of a mixture of side-tie moorage along the north bulkhead of the harbor. The increased marine traffic will increase economic development for the Harbor and City of Long Beach, still recovering after Hurricanes Katrina and Isaac.

The project will be on north side of the harbor, coinciding with the leaseholder's property lines. This phase will be constructed over the course of two calendar years beginning in the fall of 2015. This will allow the city to use matching funds budgeted over two consecutive years.

Period of Performance:

Work is scheduled to start April 1, 2015 and will complete March 31, 2016.

PERMITS ANTICIPATED:

Building Permit

Dredge/Fill Permit

Endangered Species Act Compliance
Water Quality Certification

Need

Recreational Boats currently have few mooring facilities between Lake Pontchartrain (~50 mi. to the west, and Gulfport/Biloxi ~15 miles to the east, approximately midway between Texas and Florida along the Intracoastal Waterway). Especially after Hurricane Katrina devastated most of the marine facilities along the coast, there is a need to develop transient moorage near the Intracoastal Waterway that offers not only port amenities, but facilities and amenities within easy walking distance of the harbor.

Objective

The objective is to add guest moorage to facilitate transient boater access to port facilities and amenities within walking distance as they transit the Intracoastal Waterway in the northern Gulf of Mexico, specifically in the Mississippi Sound. The guest moorage for the entire project (both phases) will accommodate approximately 16 vessels greater than 26' in length in close proximity to both businesses in the harbor and the city of Long Beach, MS and pedestrian access to facilities and businesses in both the harbor and the downtown business district of Long Beach, MS. This proposal will encompass **260 feet of side-tie mooring**. The Harbor of Long Beach, MS is located just south and east of the city of Long Beach. This proposal will begin the process of adding transient moorage to the existing harbor of the city of Long Beach, MS as the rest of the harbor is being rebuilt after hurricane Katrina and Isaac. Lease holders within the harbor participate by granting public access to the area on the waterfront side of their business. Existing permanent moorage facilities will be utilized as much as possible to provide marina amenities for transient vessels.

The 260 feet of guest moorage consists of a mixture of side-tie moorage along the north bulkhead of the harbor. The increased marine traffic will increase economic development for the Harbor and City of Long Beach, still recovering after Hurricane Katrina and Isaac.

Results/Benefits

The proposed addition to the public harbor facility will provide amenities to transient boaters, economic development opportunities to the harbor and city of Long Beach, and infrastructure development for the boating community.

Approach

A public boat launch and permanent leased moorage of 214 recreational vessels is currently the predominant use of the harbor and is accessed from the east side of the harbor, there are two areas of the existing harbor that could be exploited for installation of transient moorage. The guest moorage slips consist of side-tie moorage along the north portion of the harbor and a single, long slip constructed on the West side of the harbor. A pedestrian walkway would connect the west side moorage, north side moorage, and the existing facilities on the east side of the harbor. The existing restroom, shower, marina store on the east side of the harbor includes a laundry facility for transient boaters. The pedestrian walkway connector would also facilitate business access to the waterfront businesses within the harbor. This construction is in line with the long-term vision for the Harbor which includes expansion to the west and south with the addition of a boardwalk with shopping on the north side of the existing harbor.

Cost Estimate:

Federal: \$ 950,911.00 (Requested Amount)

State: \$ 475,455.00

Total Cost for this proposal, \$1,426,366.00

Operation Requirements

The added facility will become part of the Long Beach Port Commission operations and will be maintained by the Long Beach Port Commission.

Support

The project has the support of the Long Beach Port commission, current lease holder will grant public access right of way for the moorage and the walkway, and the city of Long Beach. Right of way access and support from the other leaseholders will be obtained prior to beginning the subsequent phases.

Location

The proposed project is located on the north side of the harbor of Long Beach, MS along the MS Gulf Coast in the Northern Gulf of Mexico. GPS coordinates are 30-20.729N 89-08.664W

BIG Evaluation Questions

1. Under this proposal, will facilities be constructed, renovated, and maintained for tie-up facilities for transient non-trailerable recreational vessels 26 feet or longer? Explain.

Yes. This proposal is to add approximately 260 ft. of guest moorage to Long Beach Harbor, a recreational Harbor in the town of Long Beach, MS. It will consist of 240 feet of side-tie moorage which will accommodate approximately 8 vessels of 26' or greater. All moorings will have water and metered electricity and will accommodate a variety of vessels > 26' in length. Phase I construction will complete the addition of laundry facility adjacent to the existing Harbor House (a post-Katrina rebuild) and a walkway connecting the new guest moorage to the shower and laundry facilities. The laundry facilities and walkway from the mooring pier on the north shoreline will only be utilized by harbor employees and transient vessels and will include a keying system to restrict access to transient vessels only.

2. Does this proposal provide for public/private and public/public partnership efforts to develop, renovate, and maintain tie-up facilities? (These partners must be other than the US Fish and Wildlife Service and IAC.) Explain.

Yes,

a) Right-of-Way access has been negotiated with the private leaseholder for moorage and a walkway connecting the moorage to the harbor facility. When both phases are completed, the leaseholders will provide the property Right-of Way for the walkway connecting the west-side guest mooring slips, the north side bulkhead mooring slips and the harbor house with the restroom, shower, and proposed laundry facility on the east side of the harbor.

These partnerships not only provide the benefit of providing the right of way for the connector walkway, the high quality waterfront restaurants (Long Beach Sea-n-Sirloin and Steve's marina) provide an added attraction for transient boaters very close to the transient moorings. The connecting walkway will also facilitate business for the restaurant traffic as well. The Long Beach yacht club offers public-access sailing lessons and boating activities, especially for children, another attraction for transient boaters.

b) The State of Mississippi's Department of Marine Resources (DMR) provides the Tidelands funds used for the majority of the match for this project.

c) The Long Beach Port Commission will provide the remaining portion of the match for this project.

3. Does this proposal use innovative techniques to increase the availability of tie-up facilities for transient non-trailerable recreational vessels (includes education/information)? Explain

Yes.

a) By utilizing the areas of the harbor that were previously not used for mooring and adding a connector walkway along the north side of the harbor, valuable water space is exploited to the maximum extent possible for transient vessels. Long Beach Harbor's close proximity to the Intracoastal Waterway transit between Texas and Florida makes it an ideal candidate for transient moorings. The close (walking distance) proximity of existing restaurants, shopping, coffee shops, public library, University facilities with exercise trails, tennis courts, public transit facility, in a relatively small town environment make it an ideal location for transient boaters.

b) This proposal includes marketing Long Beach harbor as part of the Department of Marine Resource's Clean Marina Program and developing a marketing campaign to increase knowledge of the harbor and nearby amenities. Marketing will include advertising in sailing guides, maritime and nautical publications.

4. Does this proposal include private, local, or other State funds in addition to the non-federal match?

Yes. The private contributions are the public access right-of way for the connecting walkway (value is estimated 10% of the project but not included in cost calculations) and the matching state funds are from a combination of Tidelands grant money (23%) and Port Commission revenues (10%).

5. *Is this proposal cost efficient? Explain. (Proposals are cost efficient when the tie-up facility or access site's features add a high value compared with the funds from the proposal, for example, where you construct a small feature such as a transient mooring dock within an existing harbor that adds high value and opportunity to existing features (restrooms, utilities, etc.) A proposal that requires installing all of the above features would add less value for the cost.*

Yes. The proposal makes the most of available water space that could accommodate >26' non-trailerable vessels within the existing harbor. The plan is in line with the long-term vision for the harbor, which includes development of the north side boardwalk and shopping/restaurant plaza and expansion to the west. Additionally, the proposal uses existing restroom, shower, and pump-out facilities. The existing restroom and shower facilities will only be utilized by harbor employees and transient vessels and will include a keying system to restrict access to transient vessels only. The pump-out facility is part of the Clean Marina program and will be utilized by transient vessels as well as harbor lessees.

6. *Does this proposal provide a significant link to prominent destination way points, such as those near metropolitan population centers, cultural or natural areas, or that provides safe harbors from storms?*

Yes. The downtown area of Long Beach is directly across from Long Beach Harbor. The city of Long Beach is also included within the boundaries of a nationally designated Natural Heritage Area. Other destination amenities adjacent to the harbor or within walking distance (less than ½ mile) include:

Beaches - swimming	University Campus
Fuel and fishing supplies	Fishing and bait shop
Marina Store	Historical Buildings
Gulf Islands National Seashore	Bed and Breakfasts
Coffee house	Fitness Trail
Drug Stores & bakery	Grocery Stores
Public Library	City Park, playground & splash pad
Hair salon & barber shops & spa	
Several Restaurants (fine dining, moderate dining, and fast food)	

7. *Does this proposal provide access to recreational, historic, cultural, natural, or scenic opportunities of national, regional, or local significance? Explain*

Yes.

- Long Beach has been called the "Friendly City" since its incorporation in 1905. Known for its excellent school system and low crime rate, Long Beach is a great place to visit. Its close proximity to the larger cities of Gulfport and Biloxi makes even wider entertainment options and business needs easily accessible.
- Long Beach is home to The Red Creek Inn, a country inn, vineyard and racing stable on the National Register of Historic Places and is open for tours.
- Fort Massachusetts, located offshore on West Ship Island, is part of the U.S. Department of the Interior's National Seashore. The fort may be toured on your own or with the assistance of park rangers. A ferry is available to take visitors to West Ship Island to enjoy the fort, surf-pounded beaches, surf fishing or serene

exploring on this uninhabited island.

- The University of southern Mississippi's Gulf Park Campus (within walking distance of Long Beach harbor) is home to the magnificent Friendship Oak tree, believed to be more than 500 years old. It is said, so the legend goes, that those who enter its shadow are supposed to remain friends through all their lifetime no matter where fate may take them.
- For those interested in Southern culture and mansions, the Gulf Coast Garden Clubs open many historic homes and gardens massed with color during the annual spring pilgrimage.
- Several festivals are held annually that attract visitors to Long Beach and Long Beach harbor, including:
- Cruisin' the Coast - Long Beach is the Cruisin' Kick Off City and the site for the Cruisin' the Coast "Car Corral". Thousands of classic and antique cars from America parade through the streets of town rolling to a stop at the Long Beach Harbor for a "Rockin' At the Dock" party where participants and spectators dance the night away to hits of the 50s and 60s. Cruisin' The Coast is always the week proceeding Columbus Day and has been billed as Americas largest block party. Cruisin' The Coast has become one of the Mississippi Gulf Coast's most anticipated events.
- Kite Festival - This kite festival is located on the beach in Long Beach with lots of activities for all ages. There are kite workshops for kids and adults, contests for competitive flyers, music, food, and much more. It is usually held the first Saturday in May.
- Local Fishing Tournaments – These family oriented events brings thousands of tourists to the city of Long Beach and hundreds of boaters from all over the South to participate in these fishing events. These events for all ages usually last for 2 to 4-days and has been a Mississippi Gulf Coast tradition over the past many years.
- Christmas on the Avenue - This is an all day event featuring music, crafts, and food usually held the first Saturday in December.
- Mardi Gras parade – family events for two weekends prior to Fat Tuesday at 6:00 p.m. A really good viewing area is on Jeff Davis Avenue in the heart of Long Beach, within walking distance of Long Beach harbor.
- National Marina Day

8. Does this proposal provide significant positive economic impact to a community? For example, is it a project that costs \$100,000 and attracts a number of boaters who altogether spend \$1million a year in the community? Explain.

Yes. The entire project would provide a positive Economic Impact of up to 20 transient vessels per day to businesses especially in the proximity of Long Beach Harbor. Phase II costs (this proposal) of just under a million dollars could be recouped in just over a year in Economic Impact, assuming 4 people per vessel spend approximately \$100 per day in dining, shopping, fuel, personal care, etc. Economic impact increases when combined with events occurring in the city (Cruisin' the coast, Kite Fest, Mardi Gras, Christmas on the Avenue, etc.) Long Beach Harbor is currently the only operating recreational harbor between Lake Pontchartrain (~50 miles) and Biloxi (~20 miles). Long Beach Harbor has completed all the items for the Clean Marina designation and many amenities are within easy walking distance of the harbor.

9. Does this proposal include multi-state efforts that result in coordinating location of tie-up facilities? Explain.

Yes.

- a) The Clean Marina Program is coordinated as a partnership with the states of Alabama and Mississippi.
- b) Sailing events hosted by Long Beach yacht Club attract members from several states in the region.
- c) In addition, the Clean Marina Program, Sailing Guides, and the Intracoastal Waterway link the adjacent states in the region.

BIG- Budget Information

Administrative and Legal Expenses:	\$12,509.00
Land Structures, rights of way, appraisals, etc.: None anticipated for this phase.	\$0.00
Relocation expenses and payments: No relocations are anticipated.	\$0.00
Architectural and Engineering Fees:	\$110,000.00
Other Architectural and Engineering: Administrative / Project Management	\$0.00
Project Inspection Fees:	\$75,006.00
Site Work / Erosion Control / Drainage:	\$50,000.00
Demolition and Removal:	\$100,000.00
Construction: Construction of 260' of guest moorage	\$603,396.00
Equipment: No equipment is anticipated for this phase	\$0.00
Miscellaneous:	\$0.00
Project Income:	\$0.00
Total-	\$950,911.00

1) Estimated Costs

The individual items break down as follows:

Costs are per engineer's estimates and include materials and installation.

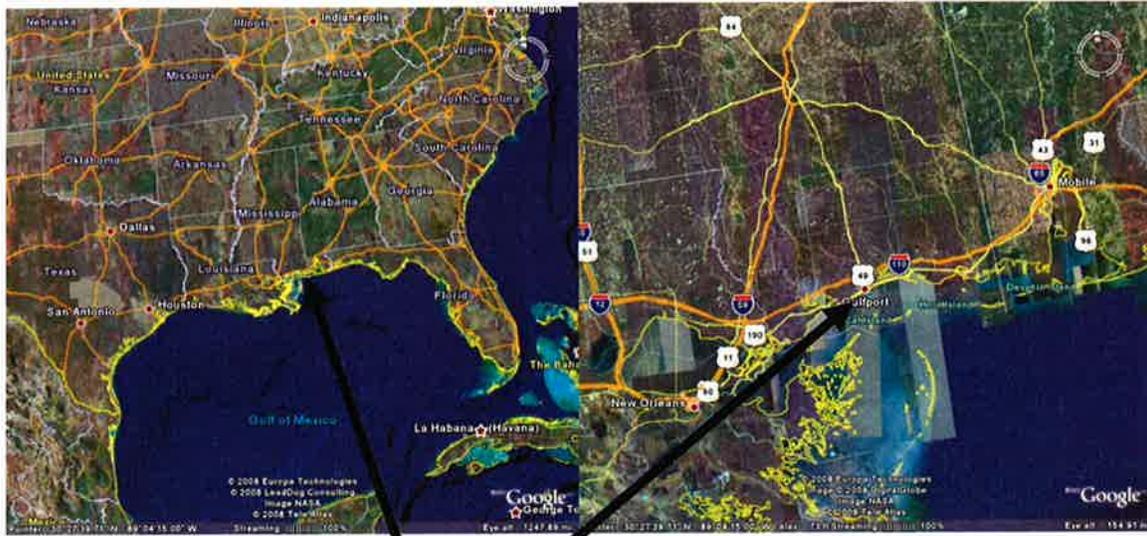
- **Administrative and Legal Expenses**
These costs are for the general administrative tasks associated with complying with the CIAP grant requirements (i.e., coordination with the Long Beach Port Commission completing semi-annual or annual reports and payment requests, etc.)
- **Architectural and Engineering Fees**
Architectural and Engineering costs support construction activities

*Boating Infrastructure Grant **Budget Narrative***
Mississippi Department of Marine Resources

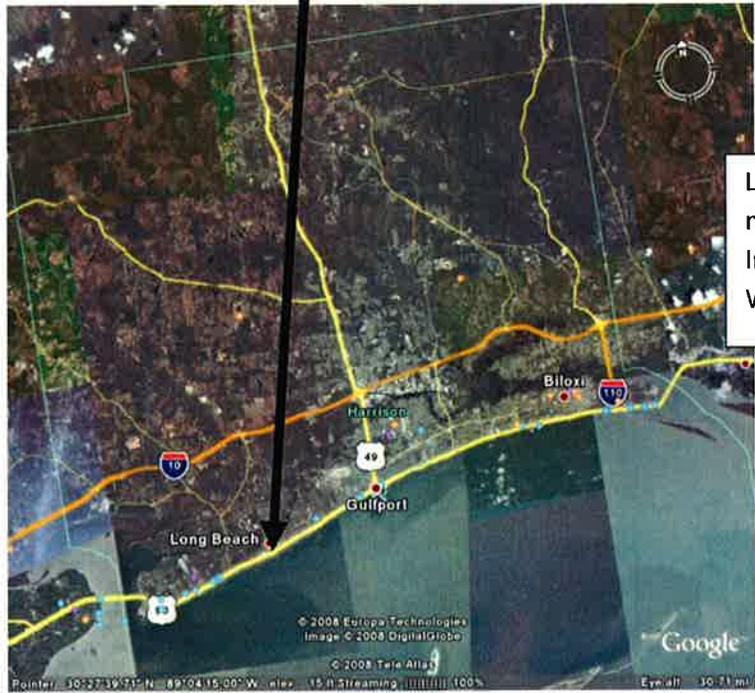
- **Project Inspection Fees**
Construction supervision and quality control for the project in the existing harbor.
- **Site Work / Erosion Control / Drainage**
Site work costs for areas needed grading or fill material prior to construction.
- **Demolition and Removal**
Costs associated with removing existing structural or concreted areas next to the nearby buildings and project site.
- **Construction**
Construction cost cover 260 feet of guest moorage consists of a mixture of side-tie moorage along the north bulkhead of the harbor.

Long Beach Harbor Estimated Federal Cost	\$950,911.00
Long Beach will provide matching non-federal funds	\$475,455.00

Long Beach Harbor and adjacent City of Long Beach



Long Beach Harbor



Located just north of the Intracoastal Waterway

Long Beach Harbor and adjacent City of Long Beach amenities within walking distance

Restaurants:
 Fine dining,
 Moderate dining
 & fast food

Coffee shop,
 bakery, yogurt
 shop

Hair Salon, barber
 shops and Day
 spa

Grocery

Drug Stores

Gas Stations

Bed & Breakfasts

Public Library

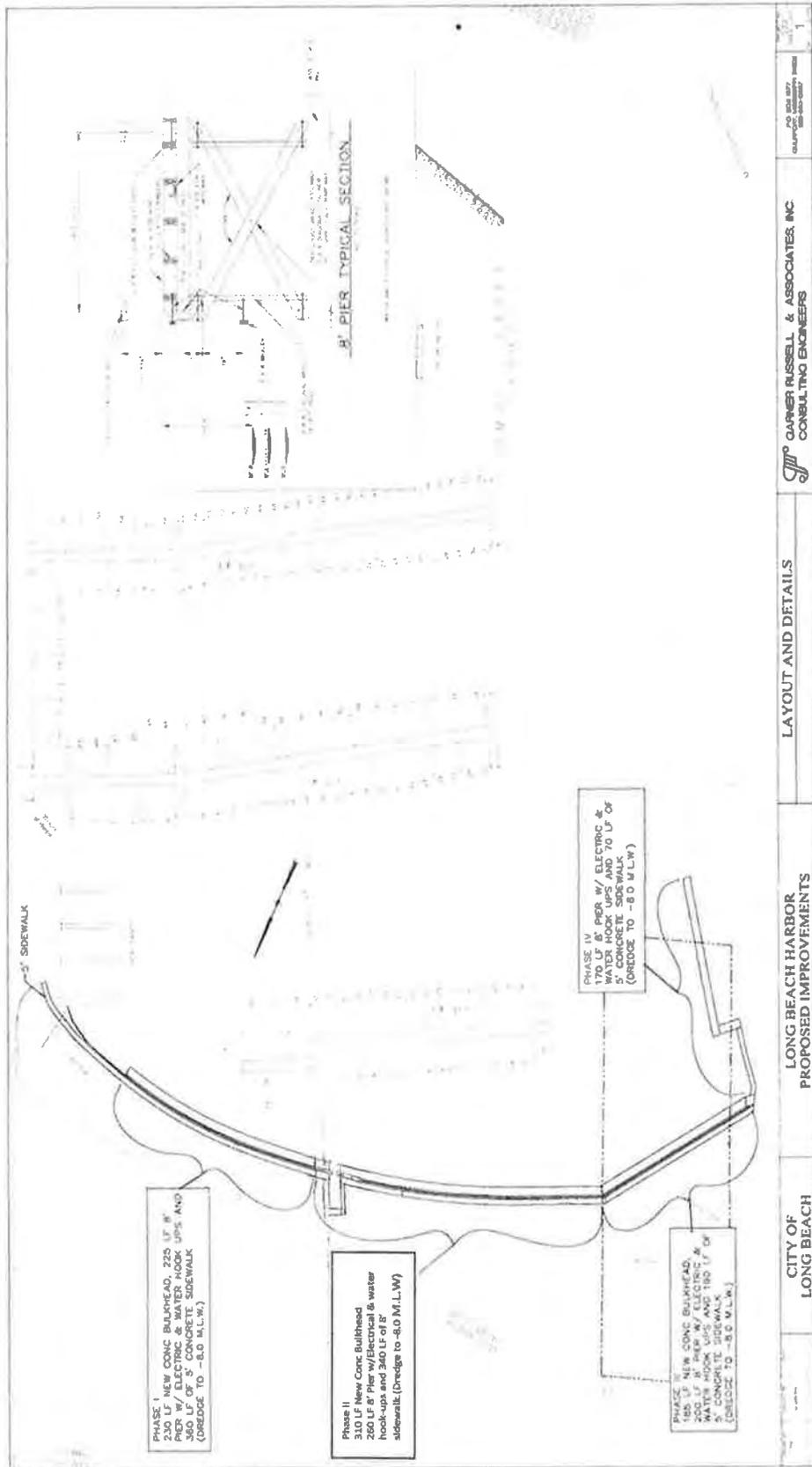
University of southern
 Mississippi Gulf Park
 Campus Fitness trail,
 tennis courts, campus
 activities

Coast Transit
 Authority maintains a
 bus stop with access
 to amenities along
 the entire coast

Harrison County
 maintains a parking
 lot and changing
 station for beach
 access

© 2008 Aerial
 Image © 2008 DigitalGlobe
 © USFWS
 © 2008 Tele Atlas
 30°26'55.22"N 89°08'43.98"W elev. 16 ft Streaming 100% Eye all

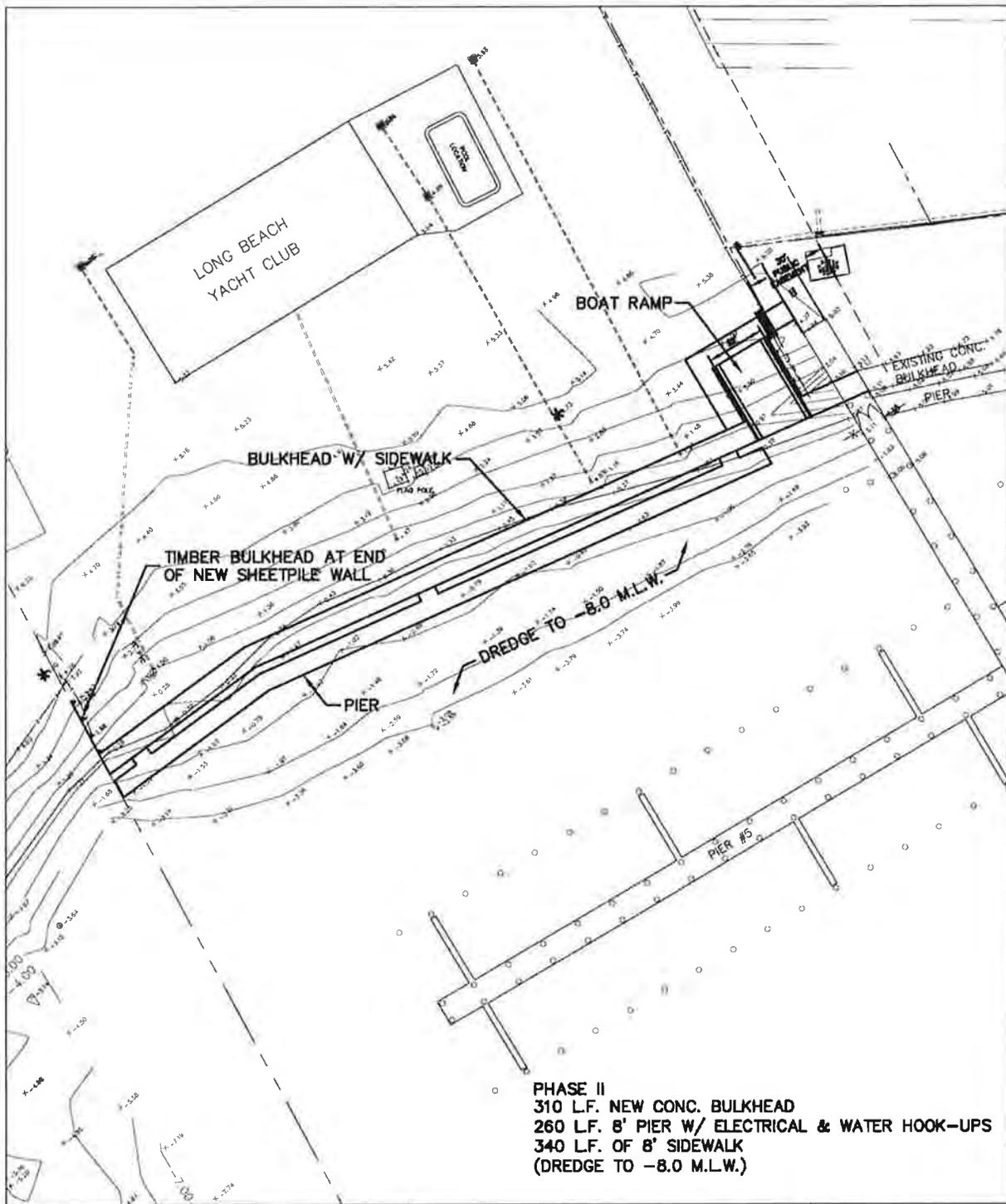
Long Beach, MS Proposed Harbor Improvements for Boating Infrastructure Grant



CITY OF LONG BEACH	LONG BEACH HARBOR PROPOSED IMPROVEMENTS	LAYOUT AND DETAILS	 GARNER RUSSELL & ASSOCIATES, INC. CONSULTING ENGINEERS
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PHASE II Area



SITE PLAN

CITY OF LONG BEACH
 HARBOR IMPROVEMENTS
 B.I.G. PROJECT - PHASE 2



GARNER RUSSELL & ASSOCIATES, INC.
 CONSULTING ENGINEERS

DRAWN BY: MBT

CHECKED BY: DB

DATE: 09/10/2014

SCALE: NOT TO SCALE

PROJECT: 1882-II

FILE: site plan 9-10-2014.dwg

BUDGET INFORMATION - Construction Programs

NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	\$ <input type="text" value="12,509.00"/>	\$ <input type="text"/>	\$ <input type="text" value="12,509.00"/>
2. Land, structures, rights-of-way, appraisals, etc.	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
3. Relocation expenses and payments	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
4. Architectural and engineering fees	\$ <input type="text" value="110,000.00"/>	\$ <input type="text"/>	\$ <input type="text" value="110,000.00"/>
5. Other architectural and engineering fees	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
6. Project inspection fees	\$ <input type="text" value="75,006.00"/>	\$ <input type="text"/>	\$ <input type="text" value="75,006.00"/>
7. Site work	\$ <input type="text" value="50,000.00"/>	\$ <input type="text"/>	\$ <input type="text" value="50,000.00"/>
8. Demolition and removal	\$ <input type="text" value="100,000.00"/>	\$ <input type="text"/>	\$ <input type="text" value="100,000.00"/>
9. Construction	\$ <input type="text" value="603,396.00"/>	\$ <input type="text"/>	\$ <input type="text" value="603,396.00"/>
10. Equipment	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
11. Miscellaneous	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
12. SUBTOTAL (sum of lines 1-11)	\$ <input type="text" value="950,911.00"/>	\$ <input type="text" value="0.00"/>	\$ <input type="text" value="950,911.00"/>
13. Contingencies	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
14. SUBTOTAL	\$ <input type="text" value="950,911.00"/>	\$ <input type="text" value="0.00"/>	\$ <input type="text" value="950,911.00"/>
15. Project (program) income	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ <input type="text" value="950,911.00"/>	\$ <input type="text" value="0.00"/>	\$ <input type="text" value="950,911.00"/>
FEDERAL FUNDING			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter eligible costs from line 16c Multiply X <input type="text"/> % Enter the resulting Federal share.			\$ <input type="text" value="0.00"/>

ASSURANCES - CONSTRUCTION PROGRAMS

OMB Number: 4040-0009
Expiration Date: 06/30/2014

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0042), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the Awarding Agency. Further, certain Federal assistance awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance, and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project costs) to ensure proper planning, management and completion of project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, the right to examine all records, books, papers, or documents related to the assistance; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency. Will record the Federal awarding agency directives and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure non-discrimination during the useful life of the project.
4. Will comply with the requirements of the assistance awarding agency with regard to the drafting, review and approval of construction plans and specifications.
5. Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work conforms with the approved plans and specifications and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.
6. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
7. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
8. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards of merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
9. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
10. Will comply with all Federal statutes relating to non-discrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681 1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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11. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal and federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
12. Will comply with the provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
13. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333) regarding labor standards for federally-assisted construction subagreements.
14. Will comply with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
15. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
16. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
17. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq).
18. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
19. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.
20. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time that the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL Barbara Levine	TITLE Executive Director
APPLICANT ORGANIZATION MS Department of Marine Resources	DATE SUBMITTED 09/15/2014

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