

Application for Federal Assistance SF-424

* 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="09/18/2015"/>	4. Applicant Identifier: <input type="text" value="BIG-16-CE-02"/>
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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="14-6013200"/>	* c. Organizational DUNS: <input type="text" value="1276990360000"/>
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d. Address:

* Street1:
Street2:
* City:
County/Parish:
* State:
Province:
* Country:
* Zip / Postal Code:

e. Organizational Unit:

Department Name: <input type="text"/>	Division Name: <input type="text"/>
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f. Name and contact information of person to be contacted on matters involving this application:

Prefix: * First Name:
Middle Name:
* Last Name:
Suffix:

Title:

Organizational Affiliation:

* Telephone Number: Fax Number:

* Email:

Application for Federal Assistance SF-424

*** 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:**

F15AS00278

* Title:

Boating Infrastructure Grant Program (Tier 2 - National)

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:**

Construction of Transient Facilities at the Cleveland, NY Terminal

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.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="409,650.00"/>
* b. Applicant	<input type="text" value="0.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="136,550.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="546,200.00"/>

*** 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

Add Attachment

Delete Attachment

View Attachment

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:

Ortiz, Alberto <alberto_ortiz@fws.gov>

FW: FW: Village of Cleveland Dock Application BIG FY 16 Tier II

1 message

Grimaldi, Joseph (PARKS) <Joseph.Grimaldi@parks.ny.gov>
To: "Ortiz, Alberto" <alberto_ortiz@fws.gov>
Cc: "LaFarr, Colleen (PARKS)" <Colleen.LaFarr@parks.ny.gov>

Fri, Oct 16, 2015 at 12:39 PM

All,

See below for the comments from the Village of Cleveland.

Let me know if more is required.

From: Turner, David [<mailto:dturner@oswegocounty.com>]
Sent: Friday, October 16, 2015 12:17 PM
To: Grimaldi, Joseph (PARKS)
Subject: Re: FW: Village of Cleveland Dock Application BIG FY 16 Tier II

Thank you Joe! Please see my resp[oin]ses below in red

On Fri, Oct 16, 2015 at 11:15 AM, Grimaldi, Joseph (PARKS) <Joseph.Grimaldi@parks.ny.gov> wrote:

Dave,

It's encouraging that FWS didn't have too many questions about the application. If you could provide responses by the middle of next week, I can get them to AI in time for any follow-up questions before he has to submit to the national review team.

Hope all is well in Oswego County.

From: Ortiz, Alberto [mailto:alberto_ortiz@fws.gov]
Sent: Friday, October 16, 2015 9:08 AM
To: Grimaldi, Joseph (PARKS); LaFarr, Colleen (PARKS); LaFarr, Colleen (PARKS)
Subject: Village of Cleveland Dock Application BIG FY 16 Tier II

Good morning Joe and Colleen,

Hope you are both doing well. As with the other NY applications for this year's Tier II funding, while reviewing this proposal I found a very few items that could use clarifications to ensure that reviewers from the National review team will have as clear a picture as possible of this project. Therefore, we appreciate your assistance with this.

- All budget items where BIG funds are requested, but for the power/water pedestals, are prorated to account for non-eligible use. It is not clear how those percentages were estimated. Please explain the basis of the proration for each of the items. For guidance on proration, please see 86.19 on the revised rule:

I thought that I explained the proration method in the first paragraph? What else might they be looking for?

1) *Proration* – The method used in this process was based on anticipated usage. Given that this type of facility has not existed at this location, there is no experiential knowledge or history at this site. This writer has previous experience with the design, enhancement and management of a municipal marina and has also interviewed others with similar knowledge for this consideration.

The floating docks are being installed specifically for “transient” boats. The Village will police the use of these docks to the best of their ability (their offices are two blocks away) but it is fair to guess that from time-to-time an in-eligible boat will slip in temporarily. We have estimated this percentage of use to be about 10%.

Acknowledging that the Village will be policing the facilities and that it will be clearly posted that the docks and power/water pedestals are only for boats 26’ and longer, we anticipate that it will be much easier to keep all but eligible boats from using the power/water services. As such, the pedestals have been rated at 100% eligible use.

Given the various other uses that this dock will experience the bathroom/shower facilities will likely see a higher use by folks other than eligible boaters. This has been estimated to be about 60% of “other” users and therefore prorated for this project at 40%.

The picnic shelter and associated equipment will likely see an even higher use by “others” and has been prorated for this project at 20%.

Given that the removal of the existing wood pile timber and fendering system is specifically to make way for a new support wall to which will be attached the floating docks this part of the project has been prorated the same as the docks at 90% eligible.

Finally, no work on any of the eligible or ineligible activities could occur without the restoration and stabilization of the dock/pier structure and understanding that there are a variety of uses eligible and otherwise that will occur here once the project is completed a small portion 7.7% of the cost of the restoration and stabilization was included as part of the federal portion of this project.

<http://www.gpo.gov/fdsys/pkg/FR-2015-05-06/pdf/2015-09961.pdf>

- On page 4 of the application you indicate a planned fee of around \$5.00/day for transient users. Please explain how that fee was determined (i.e., other marinas in the area charge a similar fee for similar services, etc.). I had stated that the Village had not decided on a fee but that if they did it might be something in the proximity of \$5.00/day. This was based on the anticipated cost to the Village for providing the power/water for the period. The \$5.00 fee is far below what would normally be charged for a boat this size to reserve space for a 24 hour period. If this is problematic, I can simply state to the Village that fees are not an option and remove it from the application.

- You estimated a useful life of 40 years for the "bulk" of all components; please explain the method used to determine useful life. Also remember that different components of the project may have different useful life. **I consulted with a licensed engineer with experience in these type of structures. The number was an average across the various structures but deemed reasonable in his professional opinion.**

- The US Forest Service application pending for \$250,000 seems to be for a separate part (fishing pier and boat launch. Is that the case? **Yes** Please explain. **Seperate from but at the same location as the BIG funded items.** Remember that Federal funds can't be matched with Federal Match.

Take care and please don't hesitate to call me if you have any questions,

AI

--

Alberto Ortiz

CVA & BIG Programs Regional Coordinator

Wildlife and Sport Fish Restoration Program, Region 5

U.S. Fish and Wildlife Service

300 Westgate Center Drive

Hadley, MA 01035-9589

Phone: (413) 253-8406

Fax: (413) 253-8487

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David Turner, Director

Community Development, Tourism & Planning

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RESTORATION OF AND ENHANCEMENTS TO THE HISTORIC CANAL DOCK AT CLEVELAND NY

Project Statement

Background – Cleveland, NY was incorporated as a village in 1857, largely because of the deep water dock built at the mouth of Black Creek now known as the New York State Canal Terminal and Dock area. Cleveland glass, briefly regarded as the finest in the world, was manufactured at three glass factories in Cleveland and was shipped on barges via the canal system to a rapidly growing nation. A massive tannery produced fine leather products across from the dock and a neighboring shoe factory supplied boots and shoes to consumers throughout the country. Lumber, glass, leather goods, and fish were the products of an industrious and rapidly growing village, all due to the easy access to the rest of the state through the Erie Canal.

The state of New York acquired the land in 1916 to use as a dock and fueling station. The last major renovations completed by the state were in the late 1930's (though the date is not certain from village records). Due to the quality of the work, most of what was built still remains. Currently, the terminal is the only deep water dock on the entire 20+ miles of Oneida Lake's northern shore. The dock area has been in serious disrepair for a number of years and is now in danger of a total collapse due to the deterioration of the waterfront structures, including the two breakwater walls that had protected it for over 60 years.

The Cleveland Dock is an integral site for the revitalization of the entire North Shore of the Lake. For over twenty years the community has worked with Oswego County, the NYS Canal Corporation, NYS Department of Environmental Conservation (DEC), the NYS Tug Hill Commission, the NYS Department of State, and other local and regional partners to pursue the restoration and revitalization of the Cleveland Dock. The property is owned by NYS Canal Corporation and managed by NYS Department of Environmental Conservation as a Fishing Access Site via a Cooperative Agreement.

The Village of Cleveland has requested permission to “manage” the dock as a transient/recreational boating facility under a permit relationship with the NYS Canal Corp. Local representatives with the Canal Corp who have a role in this process have stated that this is a desirable situation for them and that they expect the permit(s) to be approved.

1)Need – a) Oneida Lake is the largest freshwater lake fully contained within the boundaries of New York State. At nearly 22 miles long and over 5 miles across at its widest point it is a recreational paradise for much of New York State and beyond. Given the size of the lake and its relatively shallow depth for a lake this size, storms come up quickly and can rapidly develop into hazardous conditions. The National Weather Service has recognized this and in fact, has selected this proposed project site as a reporting location given its strategic position on the lake.

There are no other BIG funded facilities similar to the one proposed here within at least 100 miles in either direction on the NYS Canal system and the closest advertised pump-out facilities are a little over 6 miles to the southeast on the opposite shore. There are four other marinas on the South shore, each one progressively farther away from the project site and not all equipped to

handle transient boats or provide pump-out services. Other pump-out services are located at marinas on either ends of the lake making each one a little over 10 miles east and west from the project site. Only one other marina is located on the North shore of the lake, approximately eight miles from the proposed project.

There are currently no “transient” boat facilities available at the proposed project site. Dockage capacity is also an issue on Oneida Lake as evidenced by statements on marina websites such as “*Our marina is always full with a long waiting list so if you are interested in reserving a slip...*”.

With respect to community facilities available within walking distance of the project site, this is by no means an urban environment but for boaters who will appreciate the charm of a rural waterfront village, Cleveland is well equipped to satisfy their needs. Within a short walk boaters will find, a motel, restaurant, post office, gas station, grocery store convenience store, American Legion, two public parks, two churches, the Village historical society, the glassworks children’s theater and a marina store. The amenities proposed to be added will include restrooms, showers, picnic facilities, safe dockage, electric power and water.

b) One of the primary advantages of this project is the fact that this is an existing facility at a strategic location along the NYS Canal System. Even when one considers that major renovations will be required to make this an ideal spot with respect to boater amenities, the overall time, expense and environmental impact of creating a new facility like this at an undisturbed (greenfield) location would be many times what is being proposed for this project.

While there is an existing dock/pier at the project site, its condition is such that it would be quite difficult and extremely unsafe for any boat to attempt to tie off there. Other than this structure, there are currently no facilities or amenities at this site or nearby for “transient” boaters. The closest non-dedicated facilities capable of handling eligible boats on the North shore are more than eight miles away. While there are some closer sites on the South shore (just over six miles), traversing the lake in inclement weather in search of a safe harbor is ill advised here.

In addition, at times of high water it often becomes necessary for NYS to close the canal system temporarily. When this happens, transient boat traffic quickly fills all available dock space at or near the two locks at either end of Oneida Lake. When completed, this facility would be able to accommodate some of those vessels while they wait for the canal to become safe for travel.

c) According to the NYS Canal Corp, approximately 1200 “transient” boats pass through the lock system at each end of the lake every year. Given that this site will be near the mid-point of the Lake segment, we anticipate that it will quickly become a very popular stop on that route. As previously stated, there are no existing facilities at this site and the closest available are more than 10 miles east and west and 6 miles south.

2) *Purpose* – The ultimate purpose of this application is to create, by restoring an existing structure, a “transient” boating facility at the mid-point of Oneida Lake in Central NY. At nearly 22 miles long and covering a total area of nearly 80 square miles, Oneida Lake is a boating mecca for much of New York and neighboring states. As part of the NYS Canal system, the Oneida Lake segment might be considered one of the most dangerous parts of that waterway. With an average depth of just 22 feet and over 5 miles across at its widest point, storms can quickly send canal traffic on the lake looking for nearby shelter. There are currently no

sufficient facilities on the north shore of Oneida Lake to address the needs of “transient” boaters in emergency situations or otherwise. This proposed project will include about seven slip spaces abutting the restored dock/pier wall. There will be power and water pedestals for these spots as well as a picnic shelter, a bathroom/shower facility and a pump out. The dock and power/water pedestals are dedicated to “transient” boaters but the pump out, bathrooms/showers and picnic shelter will be available to all appropriate users.

3) *Objectives*- In order to retain the funding that has been secured to date the proposed project must meet the following objectives. All additional funding should be secured by June of 2016. Once funding contracts are in place the next steps are to complete the bidding for the design, engineering, permitting and construction work required for the various project components. These activities will include any requisite public comment periods and be completed by March of 2017. The demolition and construction phase of the project should then be completed by the end of 2017. Once the winter ice is off the lake the new docks can be installed with the goal of being in place when the Canal system opens for the 2018 season.

4) *Results/Benefits Expected* – The results/benefits from accomplishing the objectives will be the creation of a new public asset for transient and recreational boaters on Oneida Lake. The project will combine the restoration of a badly needed safe harbor at the mid-point of the lake with the provision of new comfort amenities for boaters.

Specifically, the project has the following components;

- Basic Dock/Pier Stabilization - remove existing wood pile and timber fender system, drive steel sheet piles between face of existing concrete gravity wall / wood cribbing and the existing fender piles, granular fill between existing construction and sheet piles, steel or concrete pile cap.
- Floating Dock System along the east side of the pier – purchase and install 160 ft. of 10’ wide floating dock with pier mounted support posts (Sampson posts) and 60 ft. of accessible gang way with fixed landing on pier and intermediate landing on dock.
- Sewage Pump Out System – Purchase and install package system and 1000 ft. of force main, run electrical power to pump out station.
- Electrical Power & Water Pedestals – purchase and install four pedestals each with two water faucets, one each 50w receptacle and two each 30w receptacles.
- Restroom/Shower Facility – Construct accessible bathroom and shower facility.
- Picnic Shelter – construct open-air pavilion type structure on a concrete slab, purchase and install fixed tables and grill
- Interpretive Signage – design, purchase and install new interpretive signage focused on history of dock, the lake and community
- Paving & Landscaping – install a “green” permeable parking surface, landscaping as appropriate.
- Enhanced Fishing Access – Rehabilitate the south and southwestern end of the dock to allow new and enhanced access to the lake for fishing purposes.
- Car Top Boat Launch – remove existing debris, grade and stabilize as necessary, install small access pad.
- Solar (PV) systems – While not specifically part of the Big request, it is hoped that a post project analysis of available roof space will allow the Village the opportunity to pursue

the addition of solar electric panels on the site to offset some or all, of the new electrical load.

With the exception of the last two items above, all of these measures are necessary for the finished product to meet the project objectives.

5) Approach – The Cleveland Dock is an integral site for the revitalization of the entire North Shore of the Lake. For over twenty years the community has worked with Oswego County, the NYS Canal Corporation, NYS Department of Environmental Conservation (DEC), the NYS Tug Hill Commission, the NYS Department of State, and other local and regional partners to pursue the restoration and revitalization of the Cleveland Dock. The property is owned by NYS Canal Corporation and managed by NYS Department of Environmental Conservation as a Fishing Access Site via a Cooperative Agreement.

The Village of Cleveland has requested permission to “manage” the dock as a transient/recreational boating facility under a permit relationship with the NYS Canal Corp. The County of Oswego has agreed to assist the Village of Cleveland with grant writing, grant administration and project oversight in order to finally complete this important project.

Given the scope of this project and the number of sources being solicited for funding, permitting and environmental considerations have been discussed with various agencies but with the exception of the Village’s permit application to the NYS Canal Corp, no other applications or reports will be filed until full funding for the project has been confirmed. Acknowledging that many of the agencies involved in the permitting process also have a vested interest in seeing this project come together, we expect that there will be some extra assistance with ensuring that applications will be fully complete, filed in a timely manner and properly reviewed.

b) The Project Officer is Joseph Grimaldi of the New York State Office of Parks, Recreation and Historic Preservation.

c) Concessioner/Sub grantee – The Village of Cleveland NY will be the grant recipient and they will be assisted by the Oswego County department of Community Development, Tourism & Planning in the administration and oversight of the project.

d) The project will be managed by the Village of Cleveland

e) Timeline of Activities - Secure all funding - 06/2016, Complete bidding, design, engineering, permitting and public comment period - 03/2017, Complete restoration of dock/pier and construction of new amenities - 12/2017, Install new floating docks – 05/2018.

6) Relationship With Other Federal Grants – The total budget for this project is \$2,166,200 including engineering, permitting and contingencies. The only other federal funds requested for the project (\$250,000) are from the US Forest Service through the Northern Border Regional Commission (NBRC). It is anticipated that those funds will be used for improving fishing access at the site, a car top boat launch and a portion of dock/pier restoration associated with those activities.

Budget Narrative

Much of the cost of this project is due to the current condition of the existing structure. Cost estimates were developed with the assistance of a local engineering company with significant experience in waterfront construction. Given the type of project proposed and the potential for unknown circumstances, engineering and permitting were estimated at approximately 25% and an equal amount was added for contingencies. All prices below are quoted without engineering, permitting or contingencies. The following is an itemized discussion of the project costs;

- *Basic Dock/Pier Stabilization - remove existing wood pile and timber fender system, drive steel sheet piles between face of existing concrete gravity wall / wood cribbing and the existing fender piles, granular fill between existing construction and sheet piles, steel or concrete pile cap.* This is a significant part of the project and a major unknown is the actual cost of “tie-backs” from the sheet piling and through several feet of concrete. Restoration of the dock/pier is essential to the project as trying to create a new structure of its type and size would be cost prohibitive. Estimated cost \$435,000 (this number is adjusted to reflect the subtraction of the cost of these activities that are associated with the fishing access and car top boat launch projects.)
- *Floating Dock System along the east side of the pier – purchase and install 160 ft. of 10’ wide floating dock with pier mounted support posts (Sampson posts) and 60 ft. of accessible gang way with fixed landing on pier and intermediate landing on dock.* The dock/pier itself is higher than practical or safe for the majority of the “transient” boats expected to use the facility, therefore an attached floating dock is the best solution for the provision of suitable dockage. This portion of the project was also “shopped” to a couple of floating dock manufacturers. Estimated cost \$250,000.
- *Sewage Pump Out System – Purchase and install package system and 1000 ft. of force main, run electrical power to pump out station.* A key component of any dock/marina as we strive to minimize our environmental footprint while enjoying the natural resources we have been blessed with. The nearest advertised pump-outs are over 10 miles each to the east or west and over 6 miles to the southeast on the opposite side of the lake. Estimated cost including the necessary infrastructure and site prep, \$67,000.
- *Electrical Power & Water Pedestals – purchase and install four pedestals each with two water faucets, one each 50w receptacle and two each 30w receptacles.* The dockage proposed should be able to handle approximately seven “transient” boats so these pedestals were designed to accommodate two boats each. Specifications were based on conversations with marina owners and owners of boats in excess of 30 feet. Estimated cost including infrastructure to supply power and water to each station \$16,700.
- *Restroom/Shower Facility – Construct accessible bathroom and shower facility.* Conversations with “transient” type boat owners, marina operators and research into the expectations of this group of boat owners led us to include this facility in the plan. There will be separate men’s and women’s washrooms and showers provided in this structure

which will be maintained by the Village of Cleveland. Estimated cost of this facility is \$200,000.

- *Picnic Shelter – construct open-air pavilion type structure on a concrete slab, purchase and install fixed tables and grill.* The exact size of this structure is yet to be finalized as it will be determined by the actual location selected in the final design process. We are planning on a 20 x 40 foot facility with fixed tables underneath and at least one charcoal grill on a pedestal outside of the structure. This will give users a place to either enjoy prepared foods from the nearby merchants or prepare their own from groceries purchased next door. Estimated cost for this structure and equipment \$60,000.
- *Interpretive Signage – design, purchase and install new interpretive signage focused on history of dock, the lake and community.* The original dock/pier at this site dates back to the mid-1800's and is likely the reason that the village exists here. Over that period of time there have been many and varied uses for the facility and we believe that it is appropriate to share the story of the dock with all of its visitors/users. There will also be way-finding information provided to inform visitors of amenities available nearby. Estimated cost \$7,500.
- *Paving & Landscaping – install a “green” permeable parking surface, landscaping as appropriate.* Given the current condition of the dock/pier much work is required to remove and replace deteriorated structural materials. There will also be water, sewer and electrical infrastructure installed crisscrossing the pier as these services are added for boaters. As a result, there will need to be some sort of treatment to the parking surface as the project is completed. We are proposing a “green” solution in a pervious/porous parking surface in an effort to avoid issues associated with sheet flow of rainfall and snow melt. An appropriate landscaping treatment will be added to the site. Estimated cost for this work is \$50,000.
- *Enhanced Fishing Access – Rehabilitate the south and southwestern end of the dock to allow new and enhanced access to the lake for fishing purposes.* In addition to boating, fishing is a very popular activity on Oneida Lake. It is proposed that this will be funded by \$110,000 that has been requested from the NYS Department of State through the Local Waterfront Revitalization Program (DOS LWRP) which will be matched by funds from the NBRC. Portions of these funds will be used in the restoration and stabilization of that area of the dock. Estimated cost for this activity \$200,000 for specific fishing access improvements and \$115,000 for restoration and stabilization.
- *Car Top Boat Launch – remove existing debris, grade and stabilize as necessary, install small access pad.* One of the fastest growing segments of outdoor enthusiasts, these boaters will now have a safe and appropriate public place from which they can access this part of the lake. Estimated cost for this activity \$60,000, \$25,000 from DOS LWRP, \$25,000 from NBRC and \$10,000 from NY Works through the NYS DEC.

- *Administration* – An amount (\$5,000) has been added for the purpose of local match that reflects time and expense for the County to administer the various grants that will be used to fund this project.

For the purpose of this application we are seeking \$546,200 through the Boating Infrastructure Grant program. The funds will be used exclusively for the following;

- a) The purchase and installation of the floating docks and gangway \$250,000. Prorated amount at 90% dedicated = \$225,000.
 - b) The purchase and installation of four power/water pedestals for exclusive use of eligible boaters, \$16,700. Prorated amount at 100% dedicated = \$16,700.
 - c) Construction of bathroom/shower facility \$200,000. Prorated amount at 40% dedicated = \$80,000.
 - d) Construction of picnic shelter with equipment \$60,000. Prorated amount at 20% dedicated = \$12,000.
 - e) Demolition of existing wood pile and timber fender system \$60,000. Prorated amount at 90% dedicated = \$54,000.
 - f) Dock/pier restoration and stabilization \$375,000. Prorated amount at 7.7% dedicated = \$28,875
 - g) Design, engineering and permitting \$64,812.
 - h) Contingencies \$64,813
 - i) Total of items a –h = \$546,200
- 1) *Match and Partner Contributions* – Given the type and age of the structure involved and the scope of the enhancements that are proposed to be added in this project, it became apparent that several funding agencies had respective interests in seeing this project come together. All of the programs provided by these agencies have a focus on the various activities proposed in this project.

The NYS DEC has allocated \$350,000 for this project from the NY Works program and the following sources have been solicited through the NYS Consolidated Funding Application process for assistance;

NYS Historic Property Acquisition, Development and Planning \$ 200,000
 NYS Local Waterfront Revitalization Program \$ 400,000
 NYS Canalway Grant Program \$ 150,000
 NYS Park Acquisition, Development and Planning \$ 210,000
 Total NYS Funds Requested \$ 960,000

There is also an application pending with the U.S. Forest Service (NRBC) for \$250,000 and there will be an application to the Clean Vessel Assistance program for funding the pump-out and its associated infrastructure.

- 2) *Contingency Costs* – Given that there were no funds available to hire a professional firm to investigate the structure and prepare a detailed budget, a local firm did provide pro-bono services to help establish budget prices for the proposed work activities. In that process it was suggested that given the circumstances and conditions it would be appropriate to use 20-25% as a contingency factor.
- 3) *Proration* – The method used in this process was based on anticipated usage. Given that this type of facility has not existed at this location, there is no experiential knowledge or history at this site. This writer has previous experience with the design, enhancement and management of a municipal marina and has also interviewed others with similar knowledge for this consideration.

The floating docks are being installed specifically for “transient” boats. The Village will police the use of these docks to the best of their ability (their offices are two blocks away) but it is fair to guess that from time-to-time an in-eligible boat will slip in temporarily. We have estimated this percentage of use to be about 10%.

Acknowledging that the Village will be policing the facilities and that it will be clearly posted that the docks and power/water pedestals are only for boats 26’ and longer, we anticipate that it will be much easier to keep all but eligible boats from using the power/water services. As such, the pedestals have been rated at 100% eligible use.

Given the various other uses that this dock will experience the bathroom/shower facilities will likely see a higher use by folks other than eligible boaters. This has been estimated to be about 60% of “other” users and therefore prorated for this project at 40%.

The picnic shelter and associated equipment will likely see an even higher use by “others” and has been prorated for this project at 20%.

Given that the removal of the existing wood pile timber and fendering system is specifically to make way for a new support wall to which will be attached the floating docks this part of the project has been prorated the same as the docks at 90% eligible.

Finally, no work on any of the eligible or ineligible activities could occur without the restoration and stabilization of the dock/pier structure and understanding that there are a variety of uses eligible and otherwise that will occur here once the project is completed a small portion 7.7% of the cost of the restoration and stabilization was included as part of the federal portion of this project.

- 4) *Program Income* – The Village has not yet finalized the decision as to an appropriate fee but given that power/water will be provided a fee of something near \$5.00/day is

considered to be reasonable and appropriate. As this will not likely cover the Villages expenses there will technically not be any net income from these fees. If a fee is charged it will be tracked in an account that reflects operating expenses for the facility and used to offset those eligible expenses with the same proration as used above.

- 5) *Equipment* – See items a and b in the budget narrative on page 7.
- 6) *Useful Life* – The bulk of the items funded with through this program should have a useful life of 40 years.
- 7) *Indirect Cost Statement* – No indirect costs are being claimed under this project.

Single Audit Reporting Statement

The State of New York was required to submit a Single Audit Report on the state's most recently closed fiscal year. That report can be found at <http://osc.state.ny.us/finance/index.htm>.

SFLLL form

The State of New York has not made or agreed to make any payment using non-appropriated funds for lobbying in connection to this project.

Conflict of Interest Disclosures

There are no actual or potential conflicts of interest for this project.

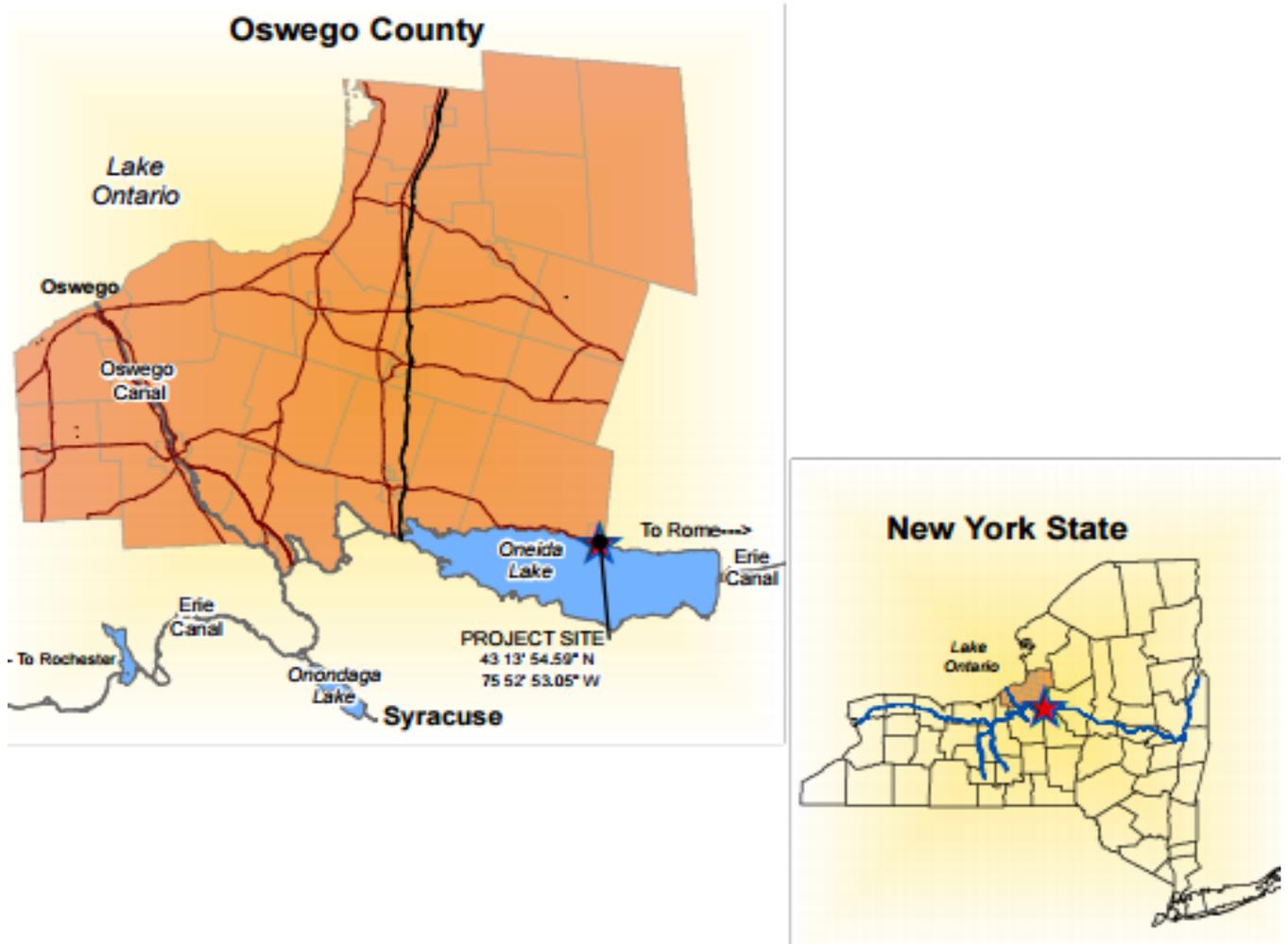
Budget Form

<u>Cleveland Dock/Pier Restoration and Enhancement Project</u>			
<u>Item/Use</u>	<u>Total Cost</u>	<u>BIG %</u>	<u>BIG Cost</u>
Basic Dock/Pier Stabilization	\$ 375,000.00	7.7	\$ 28,875.00
Demolition & Removal	\$ 60,000.00	90	\$ 54,000.00
Floating Dock System	\$ 250,000.00	90	\$ 225,000.00
Sewage Pump Out System	\$ 67,000.00	0	
Electrical Power & Water Pedestals	\$ 16,700.00	100	\$ 16,700.00
Restroom/Shower Facility	\$ 200,000.00	40	\$ 80,000.00
Picnic Shelter	\$ 60,000.00	20	\$ 12,000.00
Interpretive Signage	\$ 7,500.00	0	
Paving & Landscaping	\$ 50,000.00	0	
Enhanced Fishing Access	\$ 315,000.00	0	
Car Top Boat Launch	\$ 60,000.00	0	
<u>Administration</u>	\$ 5,000.00	0	
Subtotal	\$ 1,466,200.00		\$ 416,575.00
Design, Engineering & Permitting	\$ 350,000.00		\$ 64,812.00
Contingencies	\$ 350,000.00		\$ 64,813.00
Total	\$ 2,166,200.00		\$ 546,200.00

Grant Request \$ 409,650.00
 Local Match \$ 136,550.00

Geographic Location/Drawings/Maps/Photographs

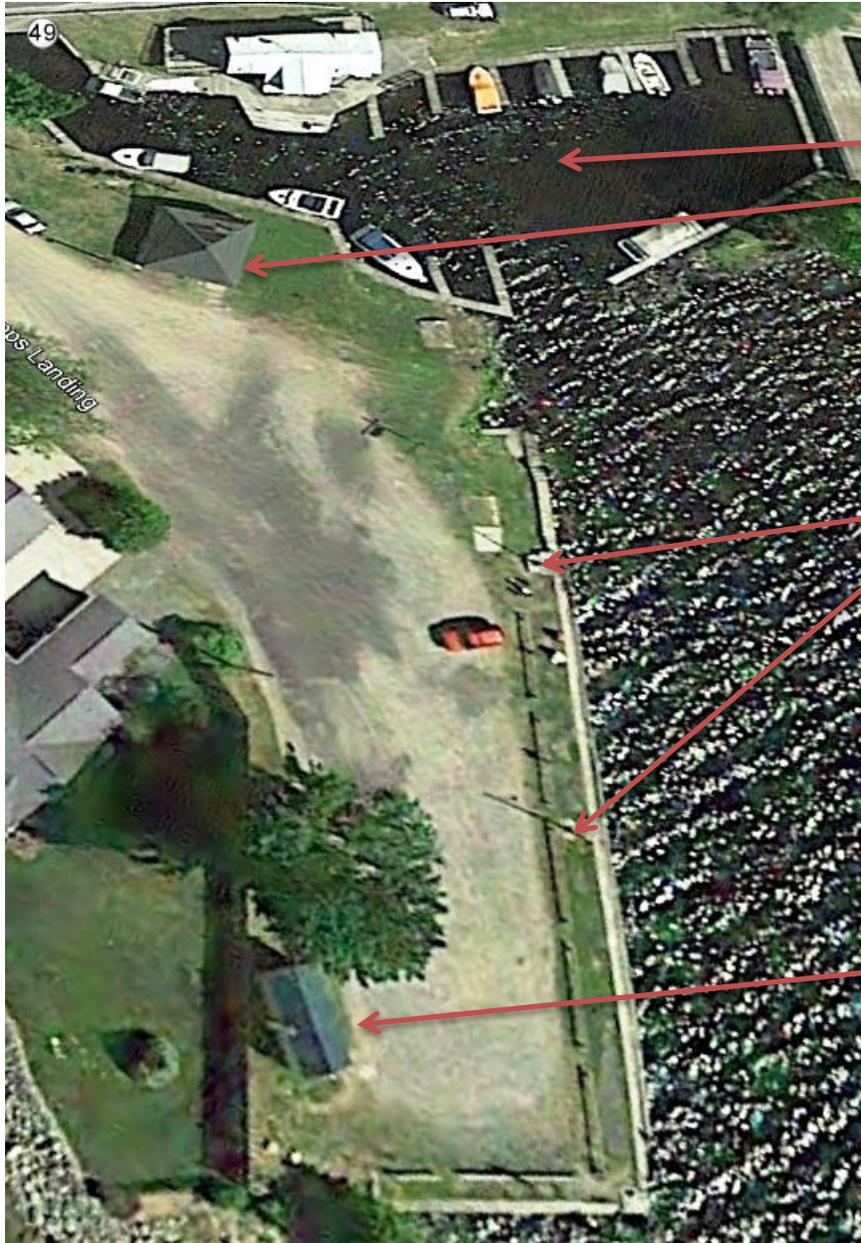
1) *Project Site:*



2) *Existing Structures, Facilities and Amenities:*

Within the project site, the only structures that exist are the dock/pier, a shed owned by the Canal Corp identified by them as the Gauge House, phone pole type guard rails and two non-operational light poles. Outside the project area there is a very small private marina and marina store. There are currently no public amenities at the site and none public or private that can accommodate “transient” boaters.



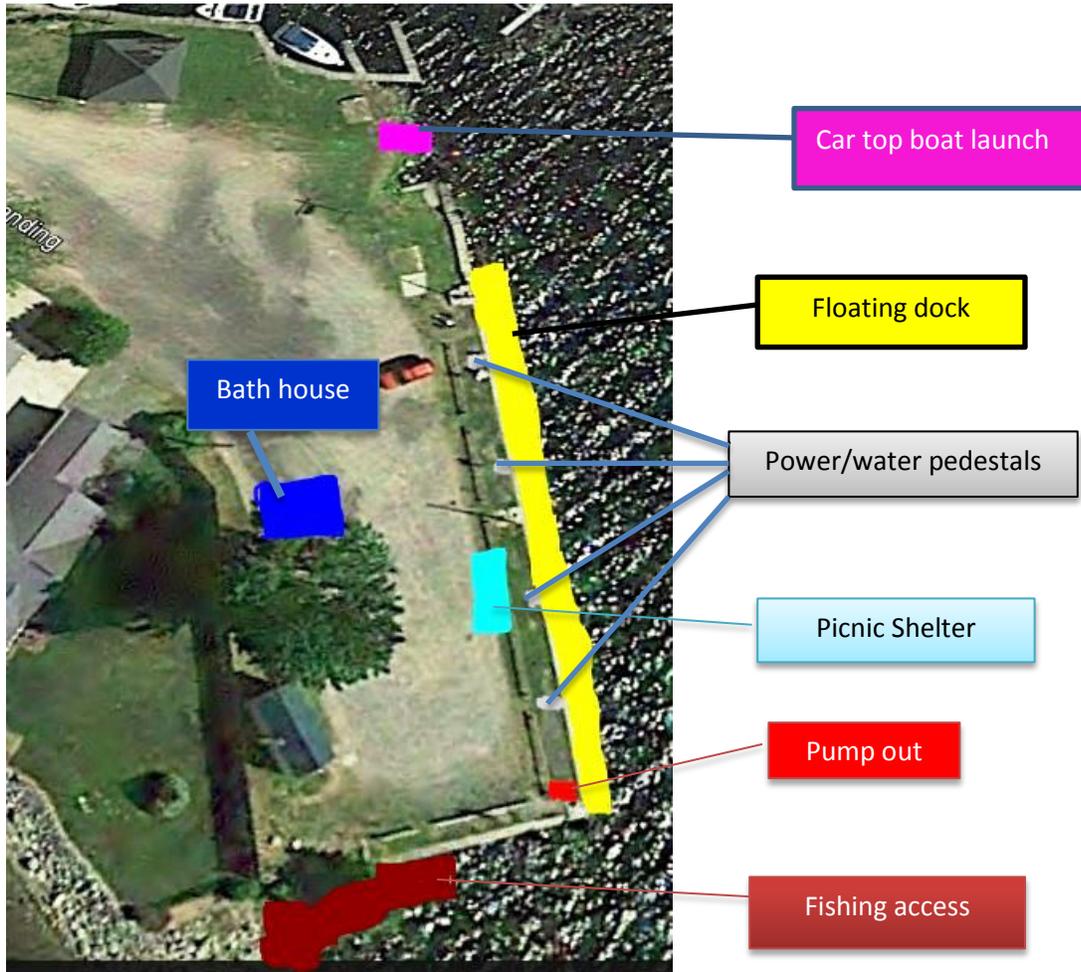


Private Marina
and Store

Light poles

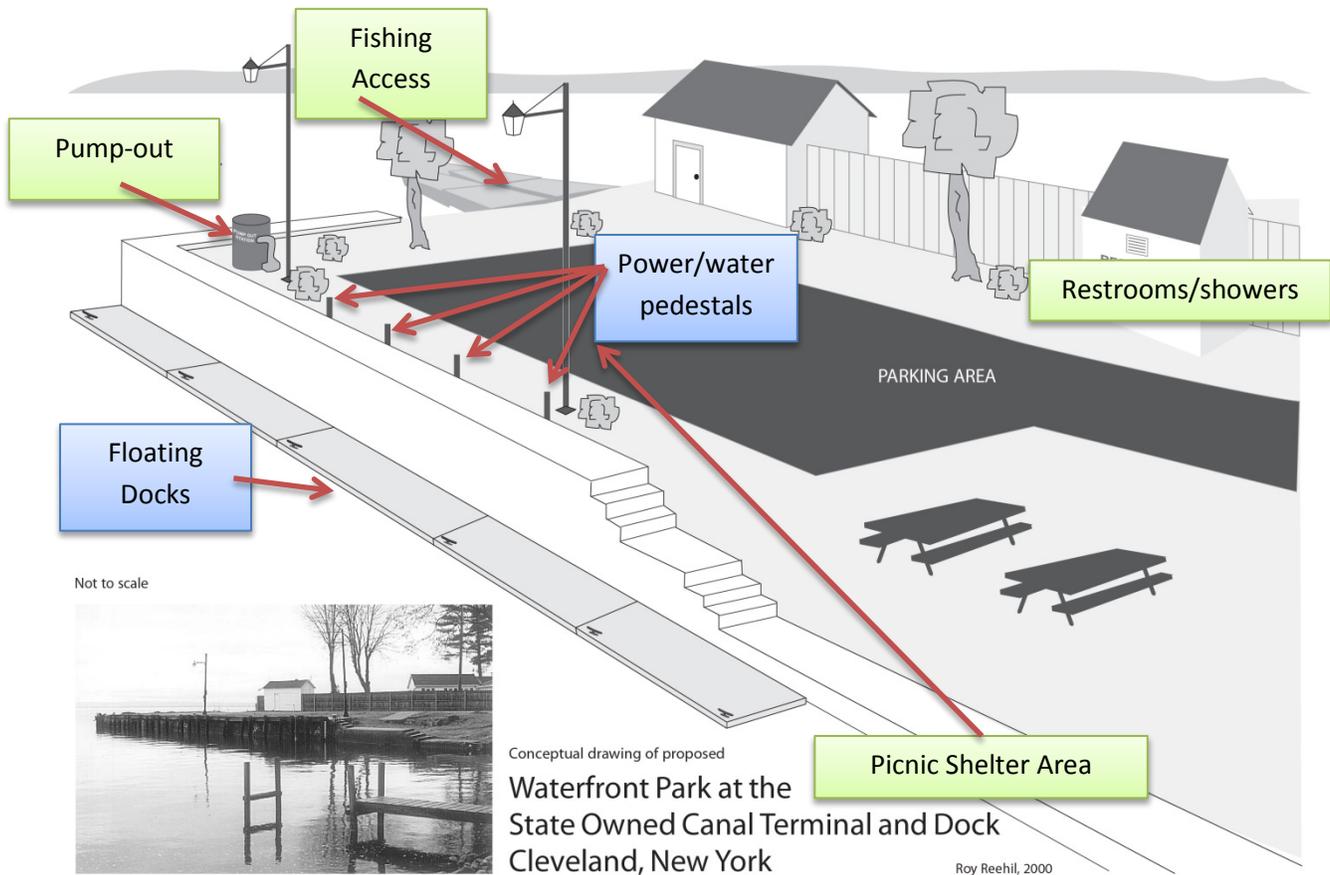
Canal Corp
"Gauge House"

3) Proposed Project Components:



Proposed amenities at restored Cleveland dock

Not to scale



4) Use Areas:

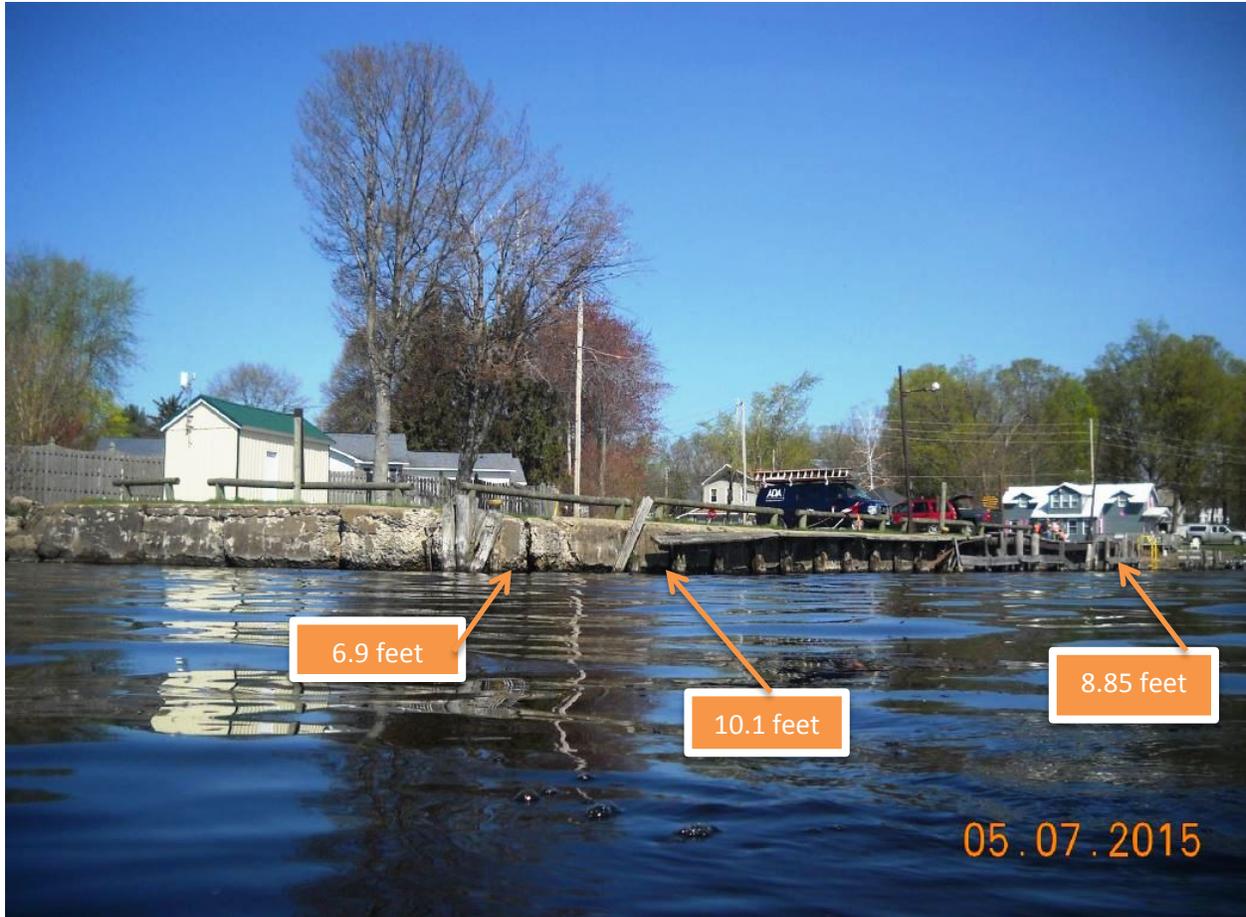
As identified above;

= designated for transient boaters

= proposed at varying degrees to be shared with all users

5) Water Depths:

Soundings taken during a May 2015 Inspection Report prepared for the NYS Canal Corp show depths at the southeast corner of the wall that is proposed for the floating docks beginning at about 6.9 feet and varying between that and 10.1 feet until reaching the end of the proposed northeast end of floating dock system at 8.85 feet. No dredging is proposed for this project.

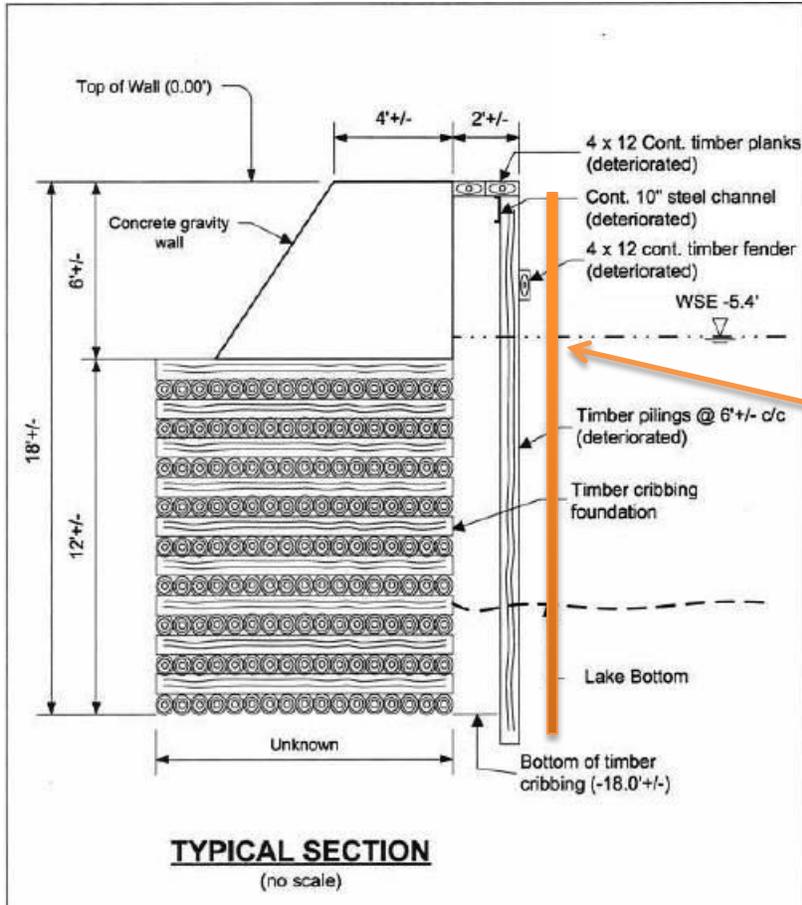


6) N/A

7) *Measurements for docks, bulkheads, etc.*

The wall where the floating docks will be affixed is currently comprised of a 6' concrete gravity wall resting on about 12' of timber cribbing foundation. This is proposed to be augmented by a driven sheet piling wall with tie-backs into the pier and new fill behind the sheet pile wall. This will result in about 200' of new wall to which approximately 160' of 10' wide floating dock with pier mounted support posts (Sampson posts) will be attached. This section will also support about 60 ft. of accessible gang way with fixed landing on pier and intermediate landing on dock.

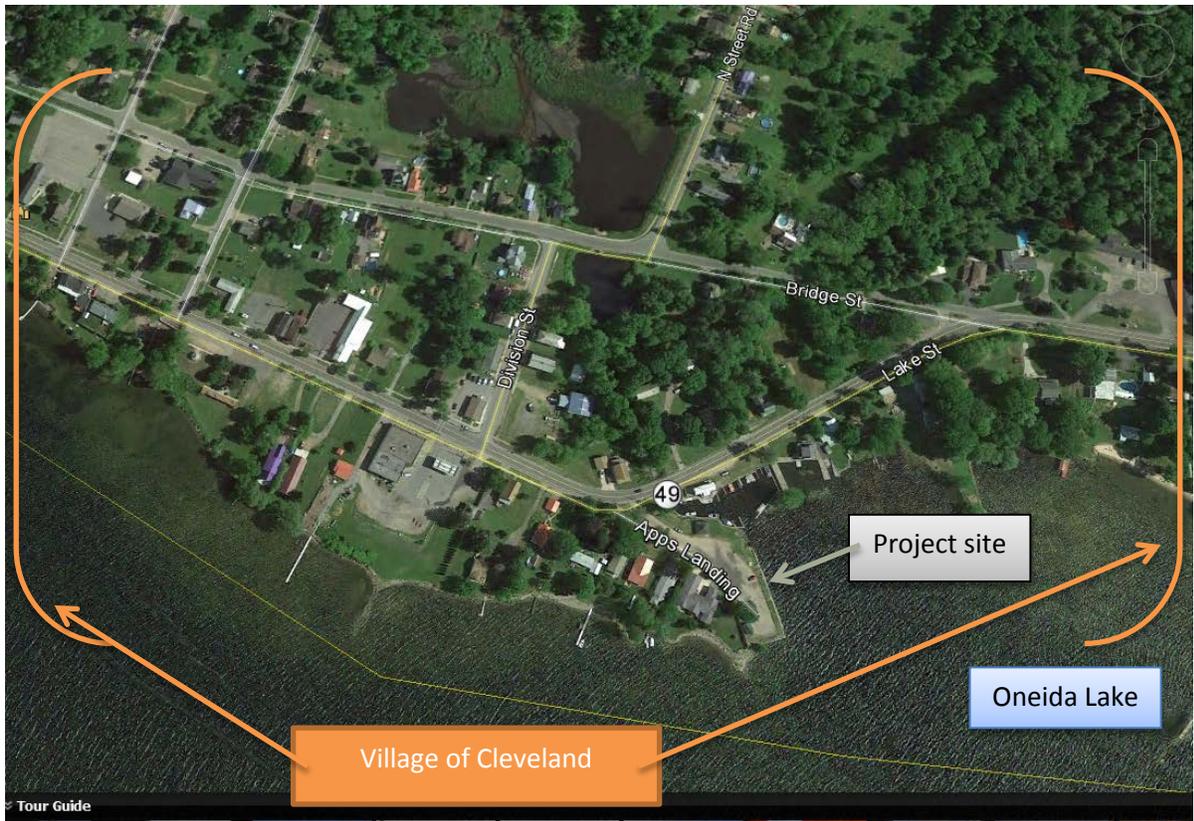
The figure below shows a typical section of the existing structure and the proposed new sheet pile wall.



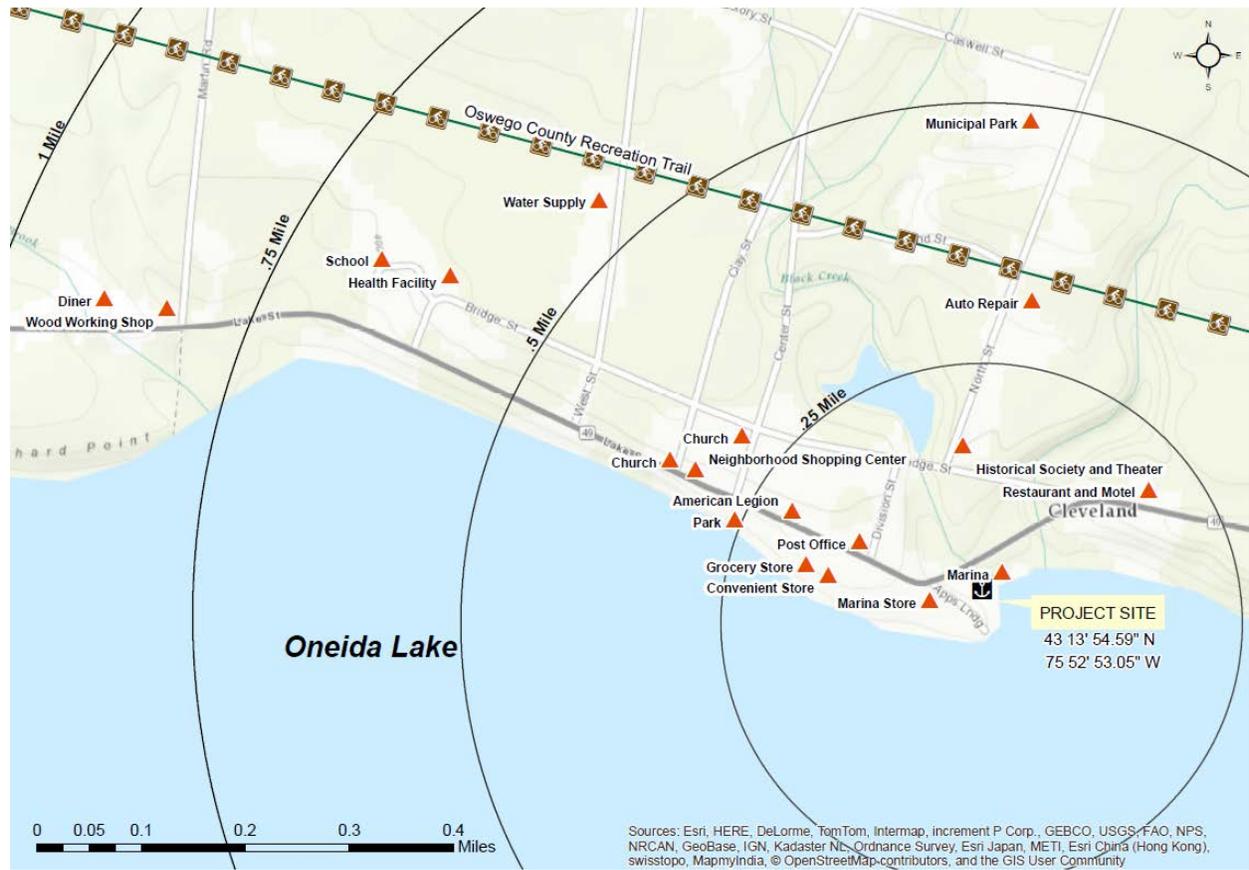
New driven sheet pile wall to be added



10) Local Maps:

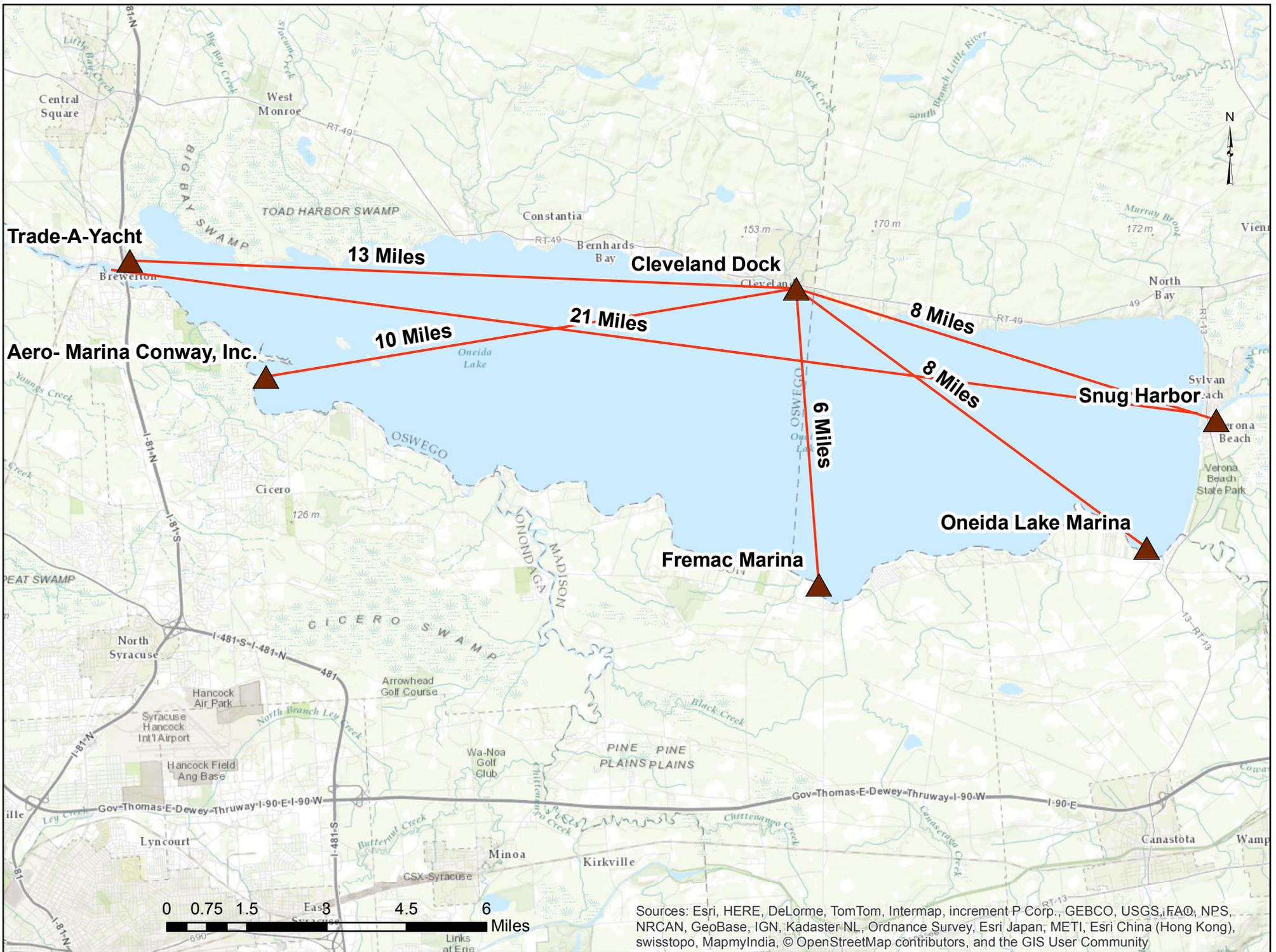


11) Destinations and Services:



12) Other Maps: Can I also add photos of the current condition here?





Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster-NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

RICHARD L. HANNA
22ND DISTRICT, NEW YORK

COMMITTEE ON
TRANSPORTATION & INFRASTRUCTURE

COMMITTEE ON
SMALL BUSINESS

CONTRACTING AND WORKFORCE SUBCOMMITTEE
CHAIRMAN

JOINT ECONOMIC COMMITTEE

Congress of the United States
House of Representatives
Washington, DC 20515-3222

WASHINGTON OFFICE:
319 CANNON H.O.B.
WASHINGTON, D.C. 20515
PHONE: 202-225-3665
FAX: 202-225-1891

DISTRICT OFFICES:
49 COURT STREET, SUITE 230
BINGHAMTON, NY 13901
PHONE: 607-723-0212
FAX: 607-723-0215
258 GENESEE STREET
UTICA, NY 13502
PHONE: 315-724-9740
FAX: 315-724-9746
<http://hanna.house.gov>

August 31, 2015

Ms. Colleen Sculley
Chief
Division of Wildlife & Sport Fish Restoration
300 Westgate Center Dr
Hadley, MA 01035-9587

Dear Ms. Sculley,

I am writing in strong support of the application submitted by the Oswego County Office of Community Development, Tourism and Planning to the U.S. Fish & Wildlife Service, Division of Wildlife & Sport Fish Restoration, Boating Infrastructure Grant (BIG) program for funding to rehabilitate and enhance the Cleveland Dock located on the north shore of Oneida Lake in Cleveland, New York.

Oneida Lake is part of the Erie Canalway National Heritage Corridor. Created in 2000, the Corridor encompasses more than 230 Upstate New York communities adjoining the 524 miles of navigable waterway that comprise the New York State Canal System. More than 20 of those miles are on Oneida Lake, and the Cleveland Dock project lies near the middle of that stretch.

Oneida Lake is shallow for a lake of its size and, as a result, boats navigating the Lake are often in need of a safe harbor during a storm. The Cleveland Dock site is perfectly situated for this purpose. As one of the very few deep water sites on the north shore of Oneida Lake, the project proposed for this site would be an excellent addition to the inventory of facilities in New York specifically equipped to serve the needs of transient boaters. It is my understanding that there is not another BIG funded facility within a hundred miles or more of the proposed site on the Canal system, and the Village of Cleveland states that it is ready and capable to serve as a welcoming port for this class of boats.

Please do not hesitate to contact my Utica Office by phone (315) 724-9740, fax (315) 724-9746 or via email Nate.Crossett@mail.house.gov, if you have any questions, need additional information or wish to share your ultimate decision with me.

Thank you, in advance, for your time and consideration of this worthy application. I look forward to hearing from you.

Warm Regards,



RICHARD HANNA
U.S. Representative

RH/nc



July 23, 2015

To Whom it May Concern:

The Erie Canalway National Heritage Corridor is pleased to support the Village of Cleveland's application to the for the rehabilitation of the Cleveland Dock located on the north side of Oneida Lake.

The Erie Canalway National Heritage Corridor was created in 2000 through an Act of Congress with a mission to preserve, protect and foster the significant canal resources found within the region. This designation applies to more than 230 Upstate New York communities adjoining the 524 miles of navigable waterway that comprise the New York State Canal System.

The project prioritizes stabilizing the dock with new sheet pile, adding a floating dock system for large transient boats, as well as, amenities including a pump-out station, restrooms/showers, a picnic shelter and interpretive signage that highlights the history of the dock and the surrounding community.

Erie Canalway National Heritage Corridor supports this important initiative that seeks to improve visitor and boating services on Oneida Lake and the Erie Canal. Your consideration of the Village of Cleveland's request is greatly appreciated.

Sincerely,

A handwritten signature in blue ink, appearing to read "Andy Kitzmann". The signature is stylized and includes a long horizontal flourish extending to the right.

Andy Kitzmann
Assistant Director

**RESTORATION OF AND ENHANCEMENTS TO THE HISTORIC CANAL DOCK AT
CLEVELAND, NY**

WHEREAS, the Village of Cleveland has a long and proud history as a lakeside community welcoming and supporting commercial and recreational activity on Oneida Lake, and

WHEREAS, the NYS Canal Corp facility known as the Cleveland Dock has played a significant role in the development of the Village of Cleveland and Oneida Lake in general, and

WHEREAS, the Dock has also been instrumental in the maintenance of the NYS Canal system within the Central NY region, and

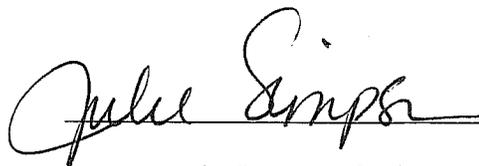
WHEREAS, the Dock's location near the mid-point of Oneida Lake has made it a strategic site for the safety of boating traffic on Oneida Lake which is known for sudden and violent storms, and

WHEREAS, there are potentially funds available through the NYS Consolidated Funding Application process and federal sources such as the Northern Border Regional Commission and the Boating Infrastructure Grant program under the U.S. Fish & Wildlife Service, then therefore be it and it is hereby

RESOLVED, that the Village of Cleveland desires to work with any and all local, state and federal agencies to acquire funding and permissions that may be necessary to restore and enhance the Cleveland Dock, and be it further

RESOLVED, that the Village is prepared manage the project if funded and the facility once it is back in public service.

In Witness Whereof, I have hereunto set my hand as Village Clerk and affixed the corporate seal this 18th day of August 2015.

A handwritten signature in cursive script, reading "Julie Simpson", written over a horizontal line.

Julie Simpson, Clerk



315-785-2380 / 2570

315-785-2574 (fax)

e-mail: tughill@tughill.org

website: www.tughill.org

Dulles State Office Building
317 Washington Street
Watertown, New York 13601-3782

Chairman

Jan J. Bogdanowicz

Vice Chairman

Michael G. Yerdon, Sr.

Secretary

Thomas E. Boxberger

Members

Leona M. Cheresnoski

Roger W. Maciejko

Arnold E. Talgo

Kenneth W. Vigus

August 20, 2015

Re: Cleveland Dock

To Whom it May Concern:

Please accept this letter of support for the Boating Infrastructure Grant application requesting funding to improve the Cleveland Dock facility. The Commission has been working with the Village of Cleveland, Oswego County, and the NYS Department of Environmental Conservation for some time, identifying ways to make improvements to their waterfront for community and economic development. A 2013 survey of town of Constantia residents (within which the village of Cleveland is located), indicated 77% of the residents in favor of improving public access to the lakefront. A 2004 survey of Village of Cleveland residents listed access to Oneida Lake as their primary reason for living in Cleveland, prioritized the State dock as the top site for improvement in the Village, and found that public access to Oneida lake is inadequate for boating. The public improvement residents most supported was public access for boating.

Oneida Lake is part of the Erie Canalway Natural Heritage Corridor, which promotes the Corridor as a world class tourism destination and to foster vibrant communities connected by the waterway. Rehabilitation of the Cleveland Dock will certainly help obtain this objective. According to the NYS Canal Corporation, they have seen a high success rate in attracting boaters by communities that have improved their boating infrastructure and amenities. Canal Corporation estimates that Oneida Lake has approximately 1,200 through (i.e. transient) boats per year, and many many more pool users. The lock to the east of Oneida Lake (Sylvan Beach) has approximately 1,300 users per year, and the lock to the west (Brewerton) has 3,200 users per year.

One of the significant recreation needs on Oneida Lake is a dock able to accommodate large transient boats that provide needed services. With 1,200 large, transient boats moving through the system on a yearly basis, the dock would be well used. Cleveland is located approximately in the middle of the North Shore of Oneida Lake and has the deep water necessary to provide required dockage. The Village is very supportive of the project, and will provide support as they are able to see the project completed.

I urge you to fully fund the Cleveland Dock grant application.

Sincerely,

Katie Malinowski
Acting Executive Director

United States Senate

WASHINGTON, DC 20510

September 4, 2015

Colleen Sculley
Chief, Division of Wildlife & Sport Fish Restoration
U.S. Fish & Wildlife Service
Wildlife & Sport Fish Restoration Program, Region 5
300 Westgate Center Drive
Hadley, MA 01035

Dear Chief Sculley:

I write in support of Oswego County and the Village of Cleveland's application for \$546,200 through the United States Fish & Wildlife Service's Boating Infrastructure Grant Program. This award will allow Oswego County and the Village of Cleveland to repair the Cleveland Dock on the North Shore of Oneida Lake.

Given its' strategic location, about mid-point on the lake, the Cleveland Dock has long been a safe harbor for boaters. In its current condition, the dock is past its useful life and in need of crucial repairs. The goal of the project is to renew the existing facility and transform it into an ideal spot for boaters and recreational visitors.

Such funding will stabilize, restore and enhance the dock to provide new services and safe refuge for boaters on the lake and those traveling the New York State Canal System. Without major renovations to fix the deterioration and waterfront structures, the Cleveland Dock will remain in danger of collapsing. I applaud Oswego County and the Village of Cleveland for their foresight and sincerely hope the application meets with your approval.

Thank you for your consideration. For additional information, please do not hesitate to contact me or my Grants Director, Marissa Emanuel, in my Washington Office at 202-224-6542.

Sincerely,



Charles E. Schumer
United States Senate

PLEASE RESPOND TO THE FOLLOWING OFFICE:

ALBANY:
LEO O'BRIEN BUILDING
ROOM 420
ALBANY, NY 12207
(518) 431-4070

BINGHAMTON:
FEDERAL OFFICE BUILDING
15 HENRY STREET
ROOM M103
BINGHAMTON, NY 13901
(607) 772-6792

BUFFALO:
130 SOUTH ELMWOOD
#660
BUFFALO, NY 14202
(716) 846-4111

HUDSON VALLEY:
ONE PARK PLACE
SUITE 100
PEEKSKILL, NY 10566
(914) 734-1532

LONG ISLAND:
TWO GREENWAY PLAZA
145 PINE LAWN ROAD
ROOM 300N
MELVILLE, NY 11747
(631) 753-0978

NEW YORK CITY:
780 THIRD AVENUE
SUITE 2301
NEW YORK, NY 10017
(212) 486-4430
TDD: (212) 486-7661

ROCHESTER:
KENNETH B. KEATING BUILDING
100 STATE STREET
ROOM 3040
ROCHESTER, NY 14614
(585) 263-5866

SYRACUSE:
100 SOUTH CLINTON
ROOM 841
SYRACUSE, NY 13261
(315) 423-5471

WASHINGTON:
322 HART SENATE OFFICE BUILDING
WASHINGTON, DC 20510
(202) 224-6542
TDD: (202) 224-0420

KIRSTEN GILLIBRAND

NEW YORK

SENATOR

RUSSELL SENATE OFFICE BUILDING
SUITE 478
WASHINGTON, DC 20510-3205
202-224-4451

COMMITTEES:
ARMED SERVICES
ENVIRONMENT AND PUBLIC WORKS
AGRICULTURE
SPECIAL COMMITTEE ON AGING

United States Senate

WASHINGTON, DC 20510-3205

September 16, 2015

Ms. Colleen Sculley
Chief
Division of Wildlife & Sport Fish Restoration
U.S. Fish & Wildlife Service
300 Westgate Center Drive
Hadley, MA 01035

Dear Chief Sculley,

I write in the support of the application submitted by the New York State Office of Parks, Recreation and Historic Preservation for funding from the Boating Infrastructure Grant (BIG) Program through the U.S. Fish and Wildlife Service. This program will help to rehabilitate and enhance the Cleveland Dock located on the north shore of Oneida Lake.

Oneida Lake is part of the Erie Canalway National Heritage Corridor which was created in 2000 by Congress with the mission to preserve, protect, and foster the significant canal resources found within the region. The Erie Canalway National Heritage Corridor encompasses more than 230 Upstate New York communities adjoining the 524 miles of navigable waterway that comprise the New York State Canal System. A little over 20 of those miles are on Oneida Lake and the proposed Cleveland Dock project lies strategically near the middle of that stretch.

The requested funding will be used to fund the Cleveland Dock project. The Cleveland Dock will serve the needs of transient boaters, especially when the boaters are in need of a safe harbor when a storm blows in. The Cleveland Dock project will also bring economic opportunities to small businesses in the Village of Cleveland, allowing for job creation and growth within the Central New York region.

I ask that you please give this application your full consideration. If you have any questions, or desire further information, please do not hesitate to contact my staff member Andrew Usyk, (202) 224-4451.

Sincerely,



Kirsten Gillibrand
United States Senator

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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Standard Form 424D (Rev. 7-97)
Prescribed by OMB Circular A-102

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 Joseph Grimaldi	TITLE Administrator
APPLICANT ORGANIZATION Office of Parks, Recreation and Historic Preservation	DATE SUBMITTED 09/18/2015

SF-424D (Rev. 7-97) Back