

**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) _____ * Other (Specify) _____
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* 3 Date Received Completed by Grants.gov upon submission	4 Applicant Identifier BIG-16-GE-01
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5a Federal Entity Identifier _____	5b Federal Award Identifier _____
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**State Use Only:**

6 Date Received by State _____	7 State Application Identifier _____
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**8. APPLICANT INFORMATION:**

* a Legal Name Office of Parks, Recreation and Historic Preservation	
* b Employer/Taxpayer Identification Number (EIN/TIN) 11-013200	* c Organizational DUNS 1276990360000

**d. Address:**

* Street1 Albany	_____
Street2 _____	_____
* City Albany	_____
County/Parish _____	_____
* State NY: New York	_____
Province _____	_____
* Country USA: UNITED STATES	_____
* Zip / Postal Code 12239-0001	_____

**e. Organizational Unit:**

Department Name _____	Division Name _____
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**f. Name and contact information of person to be contacted on matters involving this application:**

Prefix Mr.	* First Name Joseph
Middle Name Anthony	_____
* Last Name Scardella	_____
Suffix Jr.	_____

Title Administrator
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Organizational Affiliation Office of Parks, Recreation and Historic Preservation
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* Telephone Number 518-486-1930	Fax Number 518-486-7377
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* Email Joseph.Scardella@parks.ny.gov
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**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

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

Construction of Transient Facilities at Southpoint Marina

Attach supporting documents as specified in agency instructions

Add Attachments

Download Instructions

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

**17. Proposed Project:**

\* a Start Date

\* b End Date

**18. Estimated Funding (\$):**

* a Federal	<input type="text" value="974,725.35"/>	974,725.35
* b Applicant	<input type="text" value="0.00"/>	
* c State	<input type="text" value="0.00"/>	
* d Local	<input type="text" value="1,014,510.04"/>	1,014,510.04
* e Other	<input type="text" value="0.00"/>	
* f Program Income	<input type="text" value="0.00"/>	
* g TOTAL	<input type="text" value="1,989,235.39"/>	1,989,235.39

**\* 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

**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

Clarification email received from sub-grantee

**From:** [JLFA585@aol.com](mailto:JLFA585@aol.com) [mailto:[JLFA585@aol.com](mailto:JLFA585@aol.com)]

**Sent:** Thursday, October 22, 2015 12:22 PM **To:** Grimaldi, Joseph (PARKS)

**Cc:** [djd@danielefamilly.com](mailto:djd@danielefamilly.com)

**Subject:** Fwd: South Point Marina 102015

Hello Joe,

Attached is a letter from the supplier of the docks that have been and will be installed at South Point Marina. In his letter to me Charles explains his view as to the realistic life expectancy of the docks he has and is supplying South Point Marina. My request for this letter was to help explain why we referred to a term "Useful life" in our application to mean 20 years of expected service. If the docking system represents the main pin of our expansion and it is expected to last a minimum of 20 years (see Letter) then any adjacent equipment needs to match that same "useful life" to be considered a viable purchase. If you have any further questions or if I haven't properly addressed the term 'Useful life' please feel free to contact me at anytime to address your concerns.

Respectfully

Jim Freemesser

October 20, 2015

James Freemesser  
South Point Marina  
1384 Empire Blvd  
Rochester, NY 14609

RE: Aluminum Docks

Dear Mr. Freemesser,

This letter is to summarize the docks that are located at South Point Marina. The dock construction consists of an all Aluminum frame structure including a serrated, slip resistant aluminum decking surface. The flotation devices are black polyethylene – foam filled float drums that offer a 15 year warrantee from the manufacturer. All hinges have replicable bushings that are easily replaceable if they should ever wear out. All fasteners for the flotation are stainless steel and will never rust.

The dock section for South Point Marina well exceed the typical life expectancy of more other systems. Since this system is 100% welded construction and all the components are designed to resist the harsh marine environment, I feel the system would easily have a life span of 35+ years.

If you should have any questions or need any other information, please let me know.

Sincerely,



Charles Simola  
President

# Boating Infrastructure Grant (BIG) Application for Tier 2

PROPOSAL TO:

NYS Office of Parks  
Recreation and Historic Preservation  
Albany NY, 12238

SUBMITTED FROM:



Rochester Waterfront Properties, LLC  
DBA; Southpoint Marina  
1384 Empire Blvd  
Rochester, NY 14609

# Project Statement & Executive Summary

The project is located at 1384 Empire Blvd, Rochester, New York 14618 within the Town of Penfield, in the county of Monroe. The GPS coordinates are 43°10'36.22"N 77°31'06.83"W

Prior to 2002 Bounty Harbor Marina was an old and run down marina, operating at a mediocre pace with an average of 60% occupancy. In 2004, the marina received a face lift both in branding and bricks and mortar with lighted parking, and a small ship store serving snacks and drinks.

The rejuvenated marina now known as Southpoint Marina enjoys a 100% occupancy and "waiting list" demand for its impeccable service and amenities offered to the public. The marina currently does not have the capacity to offer overnight transient accommodations.

The marina has planned a 122 boat slip expansion project which would bring the total boat dock count from 186 to 308 along with constructing a transient marina guest bath house facility with many amenities for transient boaters including a captain's room, new private bathrooms and showers, washers and dryers, a new marine gas station, pump out facilities, landside transportation access, recreational facilities, observation deck, private cabanas, a semi-private picnic area with propane barbeque grills and seating areas and a communication station to help guide visitors within Rochester to near harbor entertainment facilities including shopping centers, restaurants, and movie theatres. The expansion includes 45 new transient docks for vessels of 26' feet or greater offering short term docking (up to 15 days) which will be made available to meet the increasing demand of transient vessels. This expansion also includes the dredging of the main channel leading to the marina increasing the 3-5 feet depths to 6-8 feet. The channel will include new channel markers and lighted buoys to help vessels during night time navigation into safe harbor. Southpoint Marina will become the waterfront destination of choice for those coming to enjoy life in Penfield and the Greater Rochester area.

The adjacent neighboring property has partnered with the marina developer to enrich the local economy by constructing 351 new residential apartment and condo units next to the marina along with a second restaurant. The total development investment is over \$52 million dollars. Although the residential development is not at all related to the Southpoint Marina expansion, it adds to the viability and future success of this area of Irondequoit Bay. The residential development will drive the need for commercial development in the area to provide nearby marine services. The current trend is for walkable communities, so a major increase in residential population should result in these additional services. Ultimately, additional transient boaters will be attracted to this new bustling area with multiple restaurants and so much to see and do within walking distance of the marina.

1. **NEED:** There is a tremendous need for this proposed expansion as transient boater requests have continued to grow over the years at Southpoint Marina. Each year well

over 100+ transient requests are declined because of a lack of space and amenities.

- a. The existing facilities do not allow for transient boaters as all of the slips are rented out each year to full season boaters. The expansion will include an additional 45 transient docks to be used for transient vessels over 26' feet long staying between up to 15 days.
  - b. Each year over 100+ transient boater requests are denied at Southpoint Marina due to a lack of dock availability and any proper amenities to support overnight transient boaters. Transient boater requests primarily center around the weekends consisting of two (2) night stays. With the BIG Grant expansion, the marina would aggressively market the new transient slips through trade magazines, an upgraded website, social media outlets, and word of mouth. Once the momentum begins with the current demand, word of mouth will be one of the most valuable assets in increasing additional future transient boaters as the new facilities will be state of the art with more amenities than any other marina in the Greater Rochester Area. The anticipated future demand, including post expansion marketing efforts, will most certainly result in double or triple the requests for transient boaters within three years. This calculation is based on the fact that the current demand is supported by absolutely no transient marketing of any kind. The addition of 45 docks would help to accommodate the growing demand after the transient expansion begins, reaching a projected full weekend transient docking occupancy within the first five years.
2. **PURPOSE:** The purpose of this marina expansion is to meet the needs of transient boaters looking for calm water docking in the Greater Rochester area. Based on the calculations above, it will take 45 transient slips to meet this need once the calculated demand is met. In addition, the project will enable the marina to meet the basic needs of boaters, such as showers, laundry and basic boating supplies.
3. **OBJECTIVES.** A timeline has been established including four (3) phases.
- a. **Phase I:** The objective is to dredge the channel to a width of 70 feet (to allow two way boat traffic and ensure the shelf of the depth of the channel maintains its depth for a minimum of 20 years) with a depth of 6-8 feet leading into the expansion areas and acquiring local, state, and federal permits to expand the marina with an additional 122 docks by June of 2016.
  - b. **Phase II:** The objective is to install 77 new seasonal docks (non-transient) for the use of seasonal boaters and the associated upland construction facilities and amenities for the non-transient boaters by the beginning of the 2016 boating season. This phase mostly revolves around the non-transient boaters, however carries certain mutual infrastructure for the future transient docks.

- c. Phase III: This is the main transient boater expansion phase. The objective is to install 45 new transient docks and support amenities along with the construction of the upland transient bathhouse with bathrooms and showers, etc. by the beginning of the 2017 boating season.
4. RESULTS & BENEFITS EXPECTED: Upon completion, transient boaters will have a new, state of the art facility to meet their needs on Irondequoit Bay, a calm-water, safe harbor on Lake Ontario. The nearest safe harbor on Lake Ontario is 15 miles. This will include 45 new transient slips for non-trailerable vessels over 26 feet which, up until this expansion, have had little to no options for transient docking within Irondequoit Bay, NY. This new expansion fills a growing demand for transient boaters embarking to enjoy Irondequoit Bay and all its convenient upland amenities including many restaurants and family destinations within the City of Rochester, located only minutes away by vehicle or shorts walks from the Marina. (see attached map)
5. This increased boater traffic will result in increased tax revenues for the town of Penfield, county of Monroe, and State of New York. However, perhaps more importantly the benefits of this expansion will be the increase in quality of boating and waterfront life within this region as those wishing to take advantage of the waterfront life in New York will now have a new option with amenities only seen in the big cities.
  - a. The largest individual capital improvements of this expansion project are;
    - New Docks – The expansion includes the addition of 45 transient docks for boats over 26 feet; representing 37% of the 122 dock expansion count.
    - Dock Power and Water Stanchions – Each new dock will include a state of the art power and water stanchion to allow for comfortable living on a vessel and safe guards to almost eliminate the possibilities of drowning associated with electrical currents in the water basin.
    - New Transient Marina Bathhouse Facility – A new transient guest facility with private, clean, and comfortable showers and bathrooms will be constructed to create a transient harbor destination for visiting boaters. The facility will also include a laundry room service area, recreational room including televisions, couches, and navigational chart tables.
    - Dredging – The marina channel will be dredged to 6-8’ in depth to allow for the safe passage of transient boaters into the marina
    - Lighting Buoys – A line of solar powered red and green navigational buoys will be installed to allow safe and easy navigation at all hours of the day
    - Pump Out – A pump out facility will be added to the marina to allow for a clean and sanitized transient facility balancing the environment with convenience

- Solar Panel Array – This solar panel array will support power to the transient boaters using the power of the sun they are enjoying

6. APPROACH: The Daniele Family, acting as the lead developer for this marina expansion, has been in the real-estate development business for over 25 years. The Daniele Team has taken a hands-on approach to attain all the various permits required to make this expansion into a reality.

- a. : With the assistance of notable legal counsel Jerry Goldman Esq, possessing extensive experience working with local municipalities and state agencies in gaining permit approvals for expansion and construction projects; SUNY Brockport Department of Biology; and architectural and engineering partners from Passero Associates , with the experience to articulate the details of the project including site plans, civil drawings, and blue prints; all environmental approvals will be granted by March of 2016
- b. Preliminary meetings have already been conducted with the town of Penfield, Historic Preservation, US Fish and Wildlife, DEC, OGS, DOS, and Army Corps of engineers. Each agency has given positive guidance during the preliminary stages of this development. The town of Penfield, acting as lead agency, has already accepted the full DEIS under SEQR for the project and final approvals have been received from all other agencies. The Daniele Team has already financed over \$223,000 of private funds into these preliminary development costs.
- c. The Project Officer is Joseph Grimaldi s Joseph Grimaldi of the New York State Office of Parks, Recreation and Historic Preservation.
- d. The Subgrantee is Waterfront properties LLC The principals are as follows:
  - Danny J. Daniele, 21 Merryhill Lane, Pittsford NY 14534; 585-703-3849; [djd@danielefamily.com](mailto:djd@danielefamily.com); Rochester Waterfront Properties LLC, Member
  - Anthony J. Daniele, 31 Monroe Avenue, Pittsford NY 14534; 585-943-4055; [ajd@danielefamily.com](mailto:ajd@danielefamily.com); Member
  - Mario Daniele, 2 Hastings Circle, Pittsford NY 14534; 585-749-4055; [mjdaniele@gmail.com](mailto:mjdaniele@gmail.com); Member
- e. The Developers control 100% of the business and property. As owners of the marina for well over 12 years now, the Daniele’s constantly reinvest into the marina to create a better service each year. The Daniele’s will ensure that the transient docks are maintained with the same passion and detail as with the seasonal docks. The Marina will offer transient docking to all 45 slips for the entire 20 years of the useful life of the docks and bathhouse to ensure the BIG-funded facility continues to achieve its authorized purpose. A Notice of Grant Agreement or Federal Participation will be placed on the marina’s deed to fulfill the requirements of the State agency and the USFWS.

- f. The marina expansion time line is as follows;
  - i. 2008 – Began researching expansion possibilities
  - ii. 2010 – Submitted application to the Town and other interested agencies
  - iii. 2012 – Submitted SEQR documents under the Positive Declaration Status
  - iv. 2015 – Begin Phase I
  - v. 2016 – Begin Phase II
  - vi. 2017 – Begin Phase III expansion project and begin transient docking!
  
- 7. RELATIONSHIP WITH OTHER GRANTS: There are currently no other grants of any kind anticipated or proposed for this project

## Southpoint Marina BIG Grant Tier 2 Financial Summary

		TOTAL PROJECT				ELIGIBILITY AS A % OF TOTAL PROJECT				
			<u>Phase I</u> <i>Admin/Planning</i>	<u>Phase II</u> <i>Seasonal Docks 77 Docks (63%)</i>	<u>Phase III</u> <i>Transient Docks 45 Docks (37%)</i>	<u>Ineligible</u>		<u>Eligible</u>		<u>LifeSpan</u>
1	Transient Marina Facilities	\$ 743,250.00			\$ 743,250.00	\$ -	0%	\$ 743,250.00	100%	20 years
2	Engineering/Soft Costs	\$ 381,256.00	\$ 127,085.33	\$ 127,085.33	\$ 127,085.33	\$ 240,191.28	63%	\$ 141,064.72	37%	NA
3	Legal & Administrative	\$ 210,691.00	\$ 70,230.33	\$ 70,230.33	\$ 70,230.33	\$ 132,735.33	63%	\$ 77,955.67	37%	NA
4	Dredging	\$ 1,299,510.00	\$ 433,170.00	\$ 433,170.00	\$ 433,170.00	\$ 1,104,583.50	85%	\$ 194,926.50	15%	20 years
5	Aluminum Docks, 122 units	\$ 498,972.00		\$ 314,352.36	\$ 184,619.64	\$ 314,352.36	63%	\$ 184,619.64	37%	20 years
6	Dock Installation	\$ 68,587.00		\$ 43,209.81	\$ 25,377.19	\$ 43,209.81	63%	\$ 25,377.19	37%	20 years
7	Dock Power & Installation	\$ 205,914.00		\$ 129,725.82	\$ 76,188.18	\$ 129,725.82	63%	\$ 76,188.18	37%	20 years
8	Sitework	\$ 588,500.00			\$ 588,500.00	\$ 370,755.00	63%	\$ 217,745.00	37%	20 years
9	Marine Gas Station	\$ 95,700.00			\$ 95,700.00	\$ 81,345.00	85%	\$ 14,355.00	15%	10 years
10	Solar Panels	\$ 158,750.00			\$ 158,750.00	\$ 134,937.50	85%	\$ 23,812.50	15%	20 years
11	Main Gangway Maintenance	\$ 158,000.00			\$ 158,000.00	\$ 134,300.00	85%	\$ 23,700.00	15%	20 years
12	Marina Facility Infrastructure	\$ 1,672,000.00		\$ 1,421,200.00	\$ 250,800.00	\$ 1,421,200.00	85%	\$ 250,800.00	15%	20 years
13	Security Gates/Cameras/Radio	\$ 32,650.00			\$ 32,650.00	\$ 27,752.50	85%	\$ 4,897.50	15%	15 years
14	Technology Upgrades/Wifi	\$ 8,790.00			\$ 8,790.00	\$ 7,471.50	85%	\$ 1,318.50	15%	10 years
15	Marine Office Improvements	\$ 23,500.00			\$ 23,500.00	\$ 19,975.00	85%	\$ 3,525.00	15%	20 years
16	Signage, Buoys, & Markers	\$ 38,000.00			\$ 38,000.00	\$ 32,300.00	85%	\$ 5,700.00	15%	20 years
17	Pump Out System	\$ 34,500.00			\$ 34,500.00	\$ 34,500.00	100%	\$ -	0%	20 years
<b>TOTALS</b>		\$ 6,218,570.00	\$ 630,485.67	\$ 2,538,973.66	\$ 3,049,110.68	\$ 4,229,334.60	68%	\$ 1,989,235.40	32%	
			TOTAL PROJECT \$ 6,218,570.00		LOCAL MATCH \$ 1,014,510.05 51%		FEDERAL REQUEST \$ 974,725.35 49%			

# BUDGET NARRATIVE

## BUDGET FORMS

See Attached Financial Matrix Addendum

## BUDGET NARRATIVE

Each main line item of the budget and BIG Grant funds calculation is broken down below explaining how each figure was arrived. One line item is solely for the use of transient boaters. Therefore, 100% of that cost is eligible. Various items relate solely to the marina expansion. Since transient slips represent 37% of the expansion, figures are pro-rated to show this percentage of eligibility. Some items are for the benefit of the greater marina. An explanation of the pro-ration method is described below.

Each main line item of the budget and BIG Grant funds calculation is broken down below explaining how each figure was arrived.

1. **Construction of Transient Marina Facilities** – Phase III includes the actual construction of the above grade transient marina facilities including private showers, bathrooms, and dressing areas in addition to an observation deck, captain’s room, laundry facilities, and navigational charts room. This phase of the construction is solely for the benefit of the transient boaters, therefore 100% of the phase III construction was used in the budget calculation
2. **Engineering/Soft Costs** – Phases I, II, and III included the time and costs associated with attaining the permits to expand the marina and construct on-land support facilities. This process took over 6 years to reach approvals from the Town, State, and Federal agencies involved. The process included the designing of the transient marine facility as well as the engineering side of a full SEQR DEIS report which represented the bulk of the engineering expenses. The 45 docks represent 37% of the total 122 dock expansion project; therefore 37% of this line item was allocated to the eligible budget.
3. **Legal & Administrative** – Phases I, II, and III included the time and costs associated with attaining the permits to expand the marina and construct on-land support facilities. This process took over 6 years to reach approvals from the Town, State, and Federal agencies involved. The process included the legal representation as well as the litigation aspects of a full SEQR DEIS report which represented the bulk of the legal and administration expenses. The 45 docks represent 37% of the total 122 dock expansion project; therefore 37% of this line item was allocated to the eligible budget.

4. **Dredging** – The marina is located in the southernmost tip of the Irondequoit Bay. Although this area offers an amazingly tranquil and quite area with very little wave actuation, the waters are typically shallower in this area. This marina has never received any major dredging, and this expansion project will be the first time in history that any major sediment is removed in order to create a 6-8' foot depth around all the transient areas. It is not expected to require further maintenance dredging for at least 20-30 years as the marina does not receive any sedimentation as witnessed over the past 30 years of the existing marina. Only 15% of the dredging costs were used in this calculation based on the need for the larger 26' foot + transient vessels requiring deeper drafts in order to safely navigate. This number is taking into account that approximately 55 boats at the current marina are under 23' and did not require the dredging of the marina from the previous depths.
5. **Aluminum Docks, 45 units** – Phase II included the installation of 77 seasonal docks. Phase III of the marina expansion includes the purchase of 45 new transient docks for boats at or above 26' feet long. This phase does not include the purchase of any other docks other than the 45 transient docks. 37% of the new docks which otherwise stated as 100% of the 45 transient docks cost was used in this calculation.
6. **Dock Installation** - Phase III of the marina expansion includes the installation of 45 new transient docks for boats at or above 26' feet long. This phase does not include the installation of any other docks other than the 45 transient docks. 37% of the new docks installation which otherwise stated as 100% of the 45 transient docks cost was used in this calculation.
7. **Dock Power & Water Pedestals with Installation** – Phase II includes the purchase and installation of dock power to the seasonal docks. Phase III of the marina expansion includes the purchase and installation of 22 new transient dock power pedestals. This phase does not include the purchase of any other power pedestals other than the 22 for this line item. 100% of the 22 power pedestals in the Phase III construction cost was used in this calculation. Phase III includes the installation of 22 power pedestals with water hook up. This line item represents the cost to purchase copper wires, and install the proper on-land and water electrical equipment to power all of the 22 new pedestals. This line item represents 100% of the Phase III installation costs as Phase II represents only the transient slip expansion.
8. **Site Work** – Phase III of the expansion project includes the below ground construction of the transient marina facility building. This construction includes the leveling of the earth, installation of storm water management, underground utilities, footers, foundations, and other municipal conditions of the general construction. The

transient marina facilities will represent 37% of the new on-land facility structure; therefore 37% of this line item was used in the budget calculation.

9. **Marine Gas Station** – Phase III includes the installation of a marine gas station. Although the gas station will be available to all boaters, it is anticipated that the transient boaters will use a greater share of the fueling systems as they normally arrive with low tanks and usually depart with full tanks. Seasonal boaters often spend most of their time docked at the marina. At least 15% of the gasoline purchases will be from the consistent usage of the transient boaters as they represent 15% of the entire marina docks. Therefore 15% of the costs were used as eligible for the budget. (45 of 308 total docks = 15%)
  
10. **Solar Panels** – Phase III includes the installation of a state of the art 43 Kilowatt solar panel array system to power the transient docks and transient boat house facility. The solar panels will also feed parts of the non-eligible marina infrastructure, however the transient boaters often require much more upland power per capita than seasonal boaters who use their vessels on average 4.2 times per month. However only 15% of the costs were used as eligible for the budget. (45 of 308 total docks = 15%)
  
11. **Main Gangway Maintenance** – Phase III includes the maintenance of the main gangway leading into and through the marina docks. This gangway was installed in 1985, and over the 30 years of service many of the dock floats, aluminum panels, cleats, and posts have succumbed to decay and disrepair. This maintenance expense includes the cost to refurbish the main gangway to allow a safe and secure pedestrian passage. The maintenance will include sand blasting, cleaning, painting, pulling out dock post pilings and re-planting them straight and secure. The main gangway maintenance will also include the costs of updating the walkways to allow for the safe passage of handicapped individuals requiring additional stability and safety including evening motion lights and additional lighted areas not currently lighted. The 45 transient docks represent 15% of the total dock count; therefore 15% of the cost of this maintenance has been used in this calculation
  
12. **Marine Facility Infrastructure** – Phase II includes the construction of the main marina facility construction complex. This phase does not include the construction of the Transient Marina Facility. Although this phase of the project includes the upland facilities which are designed to be used for the seasonal boaters, parking lots, access roads, walkways and other surface areas damaged by or as a direct result of the construction of the Transient Marina Facility will be repaired during Phase III. While most of the marine facility infrastructure is geared towards the seasonal boaters, there will be amenities used and available to transient boaters such as complementary ice

machines, small pantry with ovens, sinks, tables and chairs, as well as a TV lounge area therefore, only 15% of this phase is allocated to the base infrastructure framework in order to complete Phase III for eligible users.

13. **Security Gates/Cameras** – Phase III includes the installation of security gates with private access codes/finger print identifications along with the installation of a security camera system to enhance the security of the entire marina due to the addition of transient boaters. New added lighting will also be installed in and around the docks to offer a more secure feel for the transient boaters in the night hours. Only 15% of this line item was allocated toward the eligible budget as these additions will benefit the entire marina. (45 of 308 total docks = 15%)
14. **Technology Upgrades** – Phase II of the expansion includes the purchase and installation of a state of the art wifi system allowing each boater and transient boater at the marina free and easy access to the internet. This system will benefit every boater at the marina including the transient boaters; therefore only 15% of this line item was allocated toward the eligible budget as these additions will benefit the entire marina. (45 of 308 total docks = 15%)
15. **Marine Office Improvements** – Phase III includes the updating of a section of the main office for marina dock staff servicing transient boaters where the staff and transient boaters conduct business and transactions. The office is in its original 1986 form and is due for updates and maintenance. This line item includes the painting, roofing, and electrical updates necessary to bring it up to modern functionality. As all boaters also use this office, only 15% of the costs are used for eligible budgeting.
16. **Signs, buoys and markers** – In order to create safe passage through the new dredged channel, solar powered buoys will be installed to help navigate during low lights hours. Signs and directional markers will also be installed in water and upland. Only 15% of this line item was allocated toward the eligible budget as these additions will benefit the entire marina. (45 of 308 total docks = 15%)
17. **Pump Out Station** – Phase III includes the cost to purchase and install a state of the art pump out station. Although 100% of this cost is eligible for the Grant, we will be submitting application from other sources to cover these costs; therefore this cost is part of the project budget but not eligible for the Grant.

Useful Life – The useful life spans for each major life span was calculated based on industry standards, accounting best practices, and experience with aluminum docks installed at this marina over 20 years ago. The existing aluminum marina docks were installed back in 1985 and have held up extremely well over the years. It is only recently

that the docks have begun to require major repairs and maintenance including replacing dock floats which have begun to take in water, repair or replace cleats which have broken or chipped, and sand and clean some of the aluminum docks which began to show signs of oxidation and wear and tear. The new docks being installed on this project are being manufactured to the very same standards and design as the original docks in order to maintain such a long life span. The manufacturer, Technidocks, has included a warranty for the docks of which a copy is included in this application.

Regarding the useful life of the dredging; this marina has never received a major dredging in the history of its existence. The water levels have remained exactly the same for over 30 years. The dredging on this project were intended to deepen the basin to allow for an expansion, not to remove sediment which has “filled in” over the years. The natural location of this marina is situated in such a way that the nearest tributaries do not affect the depths of the marina through time. The useful life was calculated based on the history of the depths of the marina which have remained the same for over 30 years now.

#### **GEOGRAPHIC LOCATION/DRAWINGS/MAPS/PHOTOS**

See Attached Addendums

# Ranking Criteria

- a. **Need, Access, and Cost Efficiency** – Irondequoit Bay, NY is a body of water about 4.5 miles long and .5 miles wide with a maximum depth of approximately 80 feet deep with a shore line of 17.7 miles. The bay is located in the heart of Monroe County, immediately surrounded by the city of Rochester with a population of just over 1,000,000 people within a 10 mile radius. With only three major public marinas in Irondequoit Bay, occupancy rates for all marinas have typically reached 100% by mid-summer; which eliminates the availability to visiting transient boaters from surrounding areas of Lake Ontario including Sodus Bay, Buffalo, Syracuse, Toronto, and Cobourg, Canada. Southpoint Marina is located in the calmest area of the bay. Because of the calm location of the marina, no funds are necessary for the construction of any wave attenuation structures, spits, or formations needed to calm the water. Southpoint Marina is the “Calm Water Haven of Rochester.” It has been at full capacity for over seven years with no transient space available, typically turning away over 100+ transient boaters a season. Irondequoit Bay has quick and easy access from anywhere within Lake Ontario and once a visitor docks at Southpoint Marina, they enjoy quick access via an adjacent four lane highway and walking trails leading to Malls, shopping centers, grocery stores, hotels, and entertainment facilities all within walking distance or via a 5-10 minute car or taxi ride. As the marina currently has built-in infrastructure with water, electric, and plumbing the expansion of additional docks allows for an ultra cost effective option in for expansion in a pre-existing functioning marina. Southpoint Marina currently does not have any transient slips available. Every weekend the onsite marina Dockmaster fields telephone calls from potential visiting vessels searching for transient facilities in our area. Southpoint Marina and the other surrounding marinas do not possess the proper amenities and inventory to service transient boaters. Based on historical data, Southpoint Marina could safely harbor 45-50 transient boaters during the peak weekends of the summer months.
  - (1) *Need For Improved Facilities:* As described in the narratives above, Southpoint Marina has only had 186 slips, all of which are fully occupied with full season local boaters. No transient boating docks are available today. The existing facility has been constructed to only fill the need of the local boaters, including ample parking, lighted walk ways, and functioning docks with water and electric. This new 45 transient slip expansion project will include:
    - a. Construction of a new docks in Irondequoit Bay which is an area that lacks tie up facilities for transient recreational boaters.

- b. Renovation of the existing facilities to add restrooms, laundry room, . . . ., and improve safety by installing new locked gates, security lighting, and more manned office hours.
- c. Creation of new accessibility for transient, recreational vessels by increasing the access channel water depth, installing the docks in low wave areas, along with many more improvements.
- d. Expansion of our Southpoint existing facility that is unable to accommodate an obvious and growing demand for transient vessels with an additional 122 docks of which 45 will be dedicated exclusively for transient recreational boaters.

(2) *Benefits and Cost Justification:* The new transient boaters who will be visiting the marina once the expansion is complete will be able to enjoy all the new facility improvements at very reasonable and competitive rates. Transient services will include the use of the private marina guest facilities and amenities along with all the added benefits of the new infrastructure. The cost of constructing these amenities comes at a very low price because much of the base infrastructure already exists at the marina. The bulk of the marina construction took place years ago bringing water, electric, and natural gas to the docks along with the main gangways. Everything will be included at a very competitive low daily transient fee. These expansions will deliver all of the most popular and innovative amenities available today for Transient boaters at a cost well below that which would normally be necessary to re-create starting from scratch. Expanding a marina is always much more economical than constructing from scratch.

- a. There is little need for specialized materials to meet local building codes. The tides of Irondequoit Bay and Lake Ontario are very predictable and only fluctuate by a few feet systematically each year. However, the docks proposed for this expansion are floating aluminum which withstand the winter seasons and automatically rise and fall along with the natural seasonal tides.
- b. The marina is located along a 4-lane highway system which keeps construction transportation costs very low due to the ease of access.
- c. The marina is located in a naturally protected cove harbor which eliminates the need to expend money and resources to create a safe harbor.

All of the following amenities will be included within the competitive daily transient fees:

- The use of 45 transient boat slips for vessels over 26 feet long staying for up to 15 days.

- Power and water stations with new “Smart Power” technology which automatically trip the power breakers in the case of ground faults or reverse polarity (introduced in 2015)
- A pump out station
- A Marine Gas Station
- Dredging, taking all depths in the marina to 6’ feet or greater.
- New private bathrooms and private showers with ample space for changing area and self-hygiene
- New laundry service area
- Transient boater captain’s lounge with TV, communication area, charts and tables – also used for times of poor weather conditions
- A communication station to help guide visitors within Rochester to near harbor entertainment facilities including shopping centers, restaurants, and movie theatres.
- Security upgrades, including locked entrance gates, a camera system, and additional lighting
- A new wifi system will be put in place giving transient boaters free access to the internet
- 8 new channel markers and 8 lighted buoys to help vessels during night time navigation into safe harbor.

(3) *Access to Significant Destinations:* The location of Southpoint Marina offers transient boaters immediate and safe walking access to many landside attractions via walking trails, sidewalks, and the main highways immediately adjacent to the marina. The New York State Sea Way Trail passes along the dock entrance of this marina which allows for pedestrian and bike travel up through the Genesee River into the heart of the City of Rochester including destinations of Malls, Shows, Movies, Landmarks and over 75 restaurant options. The George Eastman Kodak home, Susan B. Anthony House, and Highfalls Scenic Lookout are some of the more notable destinations. Below is a comprehensive list of popular visitor destination within 15-20 minutes of the marina: (See also attached map exhibit)

- Susan B. Anthony House, National – 14 minute drive
- Strong Memorial Hospital and Research – 15 minute drive
- 27 Golf Courses – 5-20 minute drive
- Red Wing Baseball Stadium – 15 minute drive
- Rochester Institute of Technology (RIT) – 20 minute drive
- St John Fisher College ( Buffalo Bills Summer Training Camp) – 15 min
- Canoe and Kayak paddling creeks, Penfield – 5 minute walk
- Antiques & More Shoppes, Penfield – 5 minute walk
- Many Restaurant & Bar Facilities – from a 1 minute walk to 5 minute drive
  1. Basil Restaurant, 1 minute walk
  2. The Cove Bar & Grill, 2 minute walk
  3. LaSalle’s Steak & Crab, 5 minute walk

4. Bayside Diner, 6 minute walk
  5. McGreggors Bar & Grill, 9 minute walk
  6. Applebees, 5 minute drive
  7. La Bella Vita Restaurant, 5 minute drive
  8. New York Pizza, 5 minute drive
  9. Wegmans Market Café, Penfield, 5 minute drive
  10. Wang's Chinese Restaurant, 5 minute drive
  11. Billy's Diner, 5 minute drive
  12. Salads Etc, 5 minute drive
- Strong Museum, Monroe County – 10 minute drive
  - Lilac Festival, City of Rochester – 10 minute drive
  - Wegmans Supermarket Flagship Store, Pittsford – 12 minute drive
  - Genesee River Shoppes and parks, City of Rochester – 15 minute by boat
  - Two (2) Hotel Accommodations – 15 minute walk
  - AMC Movie Theatre, - 15 minute walk
  - University of Rochester – 15 min drive
  - George Eastman House (Founder of Kodak), National – 15 minute drive
  - Durant Eastman Public Golf Course – 15 minute drive
  - High Falls Gorge Overlook, City of Rochester – 15 minute drive
  - Park Avenue Festival – City of Rochester - 15 minute drive
  - Corn Hill Festival – City of Rochester – 15 minute drive
  - Clothes Line Festival – Memorial Art Gallery – 15 minute drive
  - Summer Concerts, Frontier Field – 15 minute drive
  - International Jazz Festival – City of Rochester, 15 minute drive
  - East View Shopping Mall – 15 minute drive
  - Marketplace Shopping Mall – 15 minute drive
  - Greece Ridge Shopping Mall – 20 minute drive
  - Many, many more!

- b. **Match and Partnerships** – The goal of this expansion project is to create upstate New York's premium calm water marina haven offering amenities unmatched by even the most revered marinas in the world. Along with this vision comes an astounding resolve from the owner/developers to create a marina destination unparalleled by any other, which included the forthright investment of over \$2 million dollars of private funds coming directly from the Daniele Family of which a portion would be allocated into the Matching funds for the Grant Eligible expansion. These private funds will be invested into the expansion project along with a portion coming from the Boating Infrastructure Grant program to deliver one of the region's largest and most comprehensive marina expansion projects which exemplifies the

very purpose of the BIG grant program to enhance and develop transient boating within our communities in the USA. The BIG grant contribution is able to be minimized to 49% due in large part to the large private investment into this marina expansion. (See financial table in Addendum)

(1) *Required Minimum Match:* This expansion project will include private funds of approximately 51%, which is much greater than the required minimum match of only 25%. This private investment saves the BIG Grant approximately \$520,000 since the grant is only contributing 51% into the Eligible project costs. A full budget narrative is found below. (See financial table in Addendum)

(2) *Public & Private Contributions:* This project has attracted the owners/developers to become the main contributors to this expansion project based on inherent needs apparent from the supply and demand forces within this beautiful area of New York. The Town of Penfield has taken on a partnership role as a guiding force to allow trails and parkways to connect in and around the marina to enhance the pedestrian trails and entertainment values of the properties. Surrounding neighboring developers have also included easements and connecting trails to allow for an even greater synergy from the surrounding properties. Those easements have already been granted. Although not part of the proposed project, the value of those granted easements from neighboring properties and the town is projected to be in excess of \$85,000.00. Those easements made it possible for this project to more easily connect to the many destinations listed above by foot or bicycle.

c. **Innovation** –The owner/developers believe in the ongoing technology innovations within our society and have made a commitment to include those technologies within this expansion project. From a new website able to take live dock bookings to free wi-fi to all boaters, to life saving electrical technologies, to solar panels, Southpoint Marina promises to be the most technologically advanced of all marinas in the area.

(1) *Technology Improving Eligible-User Access* 3pts– This project will include physical components and technologies to improve access to transient recreational boaters. Southpoint Marina will be installing several new state of the art technologies which will differentiate transient boating experiences from any other marina within our community specifically listed below;

- Although many marinas offer “wi-fi” it has been observed by many experiences that the wi-fi systems are no more than store bought systems with low speed, and very spotty availability throughout the marina docks as only a few docks usually have good connections near the main offices. This project includes Free high-speed wireless via a commercial grade industrial wi-fi

system in and around the marina unmatched by any other within Rochester. Through diligent research and education Southpoint has sourced a cutting edge system to allow full wireless internet to be broadcast not only within the clubhouse amenities but also covering 100% of the entire marina through the use of two main units to be installed. All transient boaters will receive free access to the wireless wi-fi.

- Each transient dock will include a safe “Smart Power” marine pedestal which prevents accidental drowning due to loose wires, ground faults, and reverse polarity. Marina drownings have occurred at a steady increase over the years as boating continues to grow. The largest cause is due to small electrical currents leaking from boats into the water; when a person jumps in the water for pleasure swims or maintenance the current leaves them unable to swim, not electrocuting them to death, rather rendering them unable to stay afloat and ultimately drowning. Many times searching for the cause of death is extremely difficult as the clues are not visible; it is only after professional electricians enter the area and search for currents in the water is the cause exposed. All of the transient boat slip power stations will be using the newest Smart Technology now only available from EATON manufactures. These new stations will automatically shut down when any current is found to be leaking or mis-wired. Southpoint Marina will be the first to receive these new stations from EATON. (see attached manufacture spec sheet)
  - i. Smartest, safest, and most cost effective ground fault solution in the market
  - ii. Helps prevent electric shock drowning in fresh water environments
  - iii. Custom flash sequence provides immediate notification of any ground fault events (via red LED)
  - iv. Utilizes Eaton brand UL receptacles, breakers, relays, switches, and lighting components

This technology and method is not required by any agency or municipality, however the applicant will be exceeding the standards.

- An electronic push button keypad lock will be part of the security system for the main gate
- Although not included in the BIG Grant program, the marina website ([www.southpointmarina.com](http://www.southpointmarina.com)) will be equipped with a live view of the marina for security and weather related applications. The website also will showcase a full 3 minute online digitally created video showcasing the marina expansion to potential new transient boaters. Once on the website, transient boaters will also have the ability to view available docks and reserve them live in real-time directly on the website. Payment can be made online or in person

upon arrival. The cost of this most advanced state of the art custom created website is not at all included within the costs of this expansion project.

- Once a boater approaches the marina, new channel markers and solar powered night time visual markers visible from over 2 miles away will light the path to the safe haven of Southpoint Marina at all hours of the day. This technology and method is not required by any agency or municipality, however the applicant will be exceeding the standards.
- A state of the art Solar Panel Array will be installed to create environmentally friendly carbon free power; This technology and method is not required by any agency or municipality, however the applicant will be exceeding the standards.
- The expansion project includes the use of 100% LED lighting; This technology and method is not required by any agency or municipality, however the applicant will be exceeding the standards.

(2) *Innovative Technology To Improve the Project*– The BIG Grant program will allow for the marina expansion to include the purchase and installation of the newest technology available which will improve the project, add value to eligible users, save costs of construction and maintenance, improve services to eligible users, reduce the carbon footprint of the facility, reduce negative environmental impacts, and increase the useable life of the project. Those items are:

- This expansion will include new “Smart” marine power stations from Eaton Manufactures showcasing the industries newest and most innovative advancement yet; Southpoint Marina has contracted with Eaton to receive their first batch of new “Smart” pedestals. This technology will save lives.
- Solar Panels will be used on all transient slips to reduce the Carbon Foot Print of the marina and reduce negative impacts beyond compliance requirements.
- New Aluminum docks will be used to reduce the constant maintenance of wooden docks, and allow for the extension of the useful life of the docks as new methods of creating aluminum docks takes the life through 20 years and beyond. The use of floating docks opposed to standard wood pilings and stationary docks dramatically increases the useful life as the ice freezing and melting does not move, break, or bend the entire dock structures and witnesses by many wooden marinas in the northeast which have become lopsided or broken after only five years.
- The expansion project includes a dredging project which will clear approximately 20,000 cubic yards of sediment within the main channel leading to the marina taking the depths from 3-5 feet to 6-8 feet. The sediment extracted is placed in a drop zone within Lake Ontario rather than using the traditional shovel and truck methods. This new drop zone method

reduces the carbon footprint and impacts on nearby local lands by eliminated the trucking and dumping of the spoils.

- The expansion project will include the purchase of 100% hot dipped galvanized 5” outside diameter pylon pipes with .120 thick walls used for the dock pilings. This type of construction has been researched and designed to withstand extremely harsh environments guarantee a life expectancy of the docks to 20 years.
- The expansion project includes the use of 100% LED lighting; This technology and method is not required by any agency or municipality, however the applicant will be exceeding the standards.

(3) *Commitment to Environmental Compliance*—This project demonstrates a commitment to environmental compliance, sustainability, and stewardship by using the following components;

- LEED certification for the new construction
- An environmentally friendly pump out station
- A spill prevention system which will greatly reduce any contaminants from entering the eco-system. Accidental oil and gas spills will be soaked up immediately with multiple emergency spill prevention stations will be installed in and around the docking facilities. The goal will be 100% environmental protection.
- A Solar Panel Array power producing system
- Environmentally friendly dredging practices
- LED lighting construction package

**GEOGRAPHIC LOCATION/DRAWINGS/MAPS/PHOTOS**

**New Clubhouse Rendering**  
*(With bathrooms, showers, laundry, and recreational rooms)*



**New East Dock Expansion with Transient Slips Rendering**  
*(Showing area for new channel)*



**Arial View of Southpoint Marina**  
*(Prior to expansion project)*

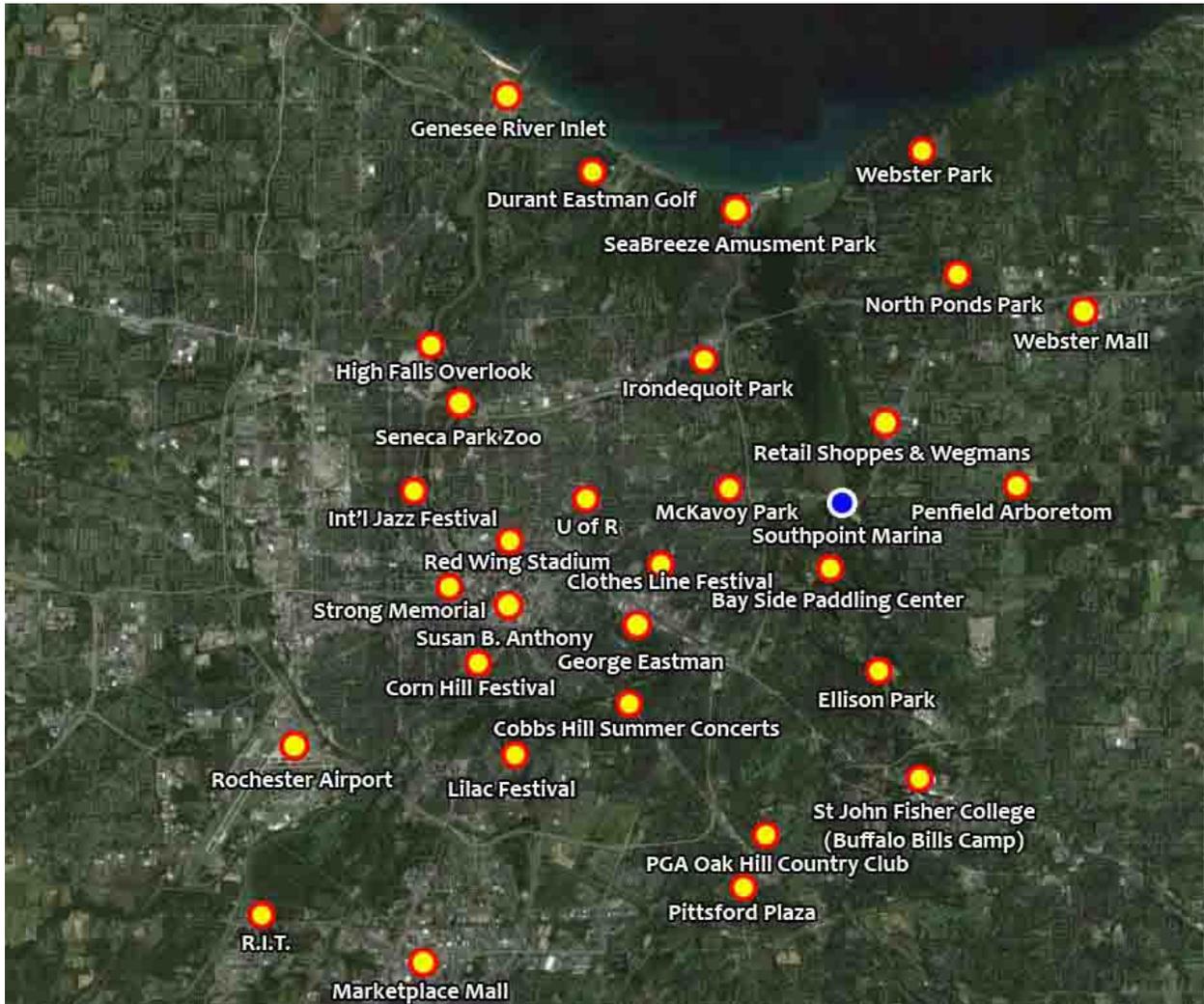


**Digitally Photo-Shopped Arial of Southpoint Marina showing Expansion**  
*(After completion of marina expansion)*



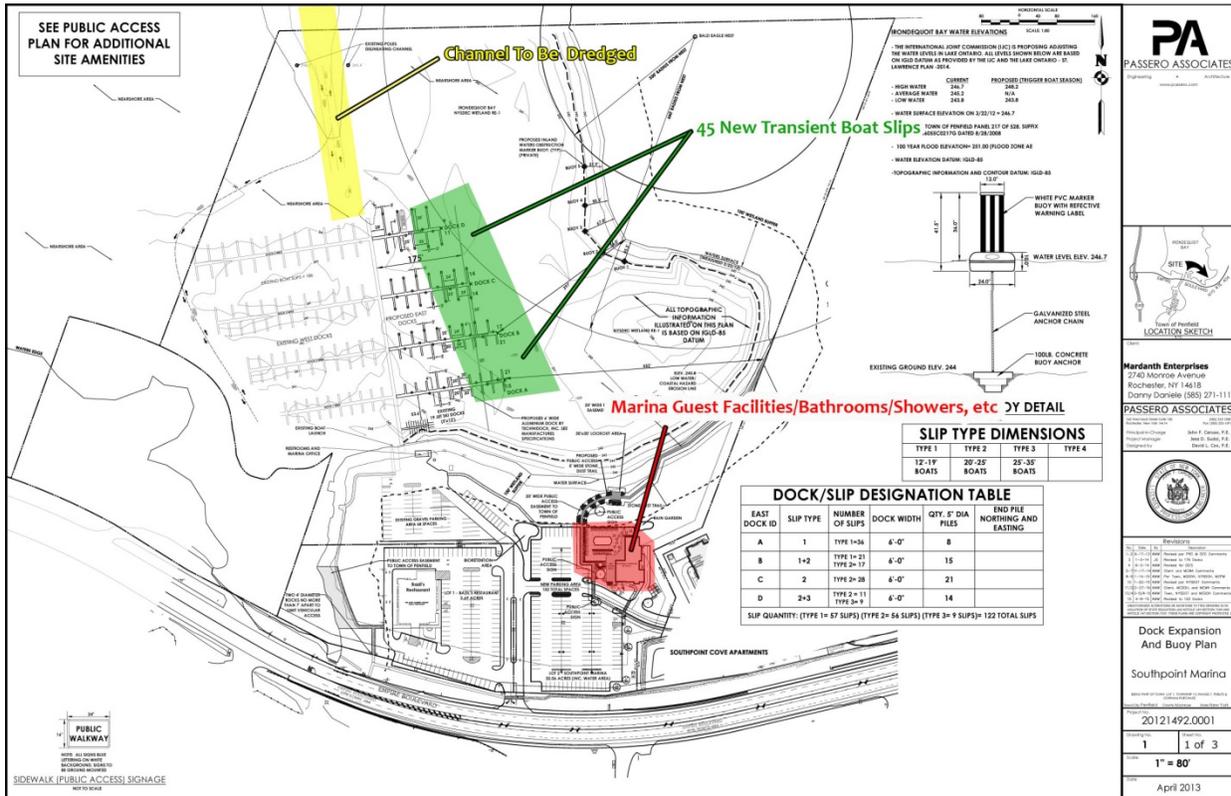
## Local Destinations

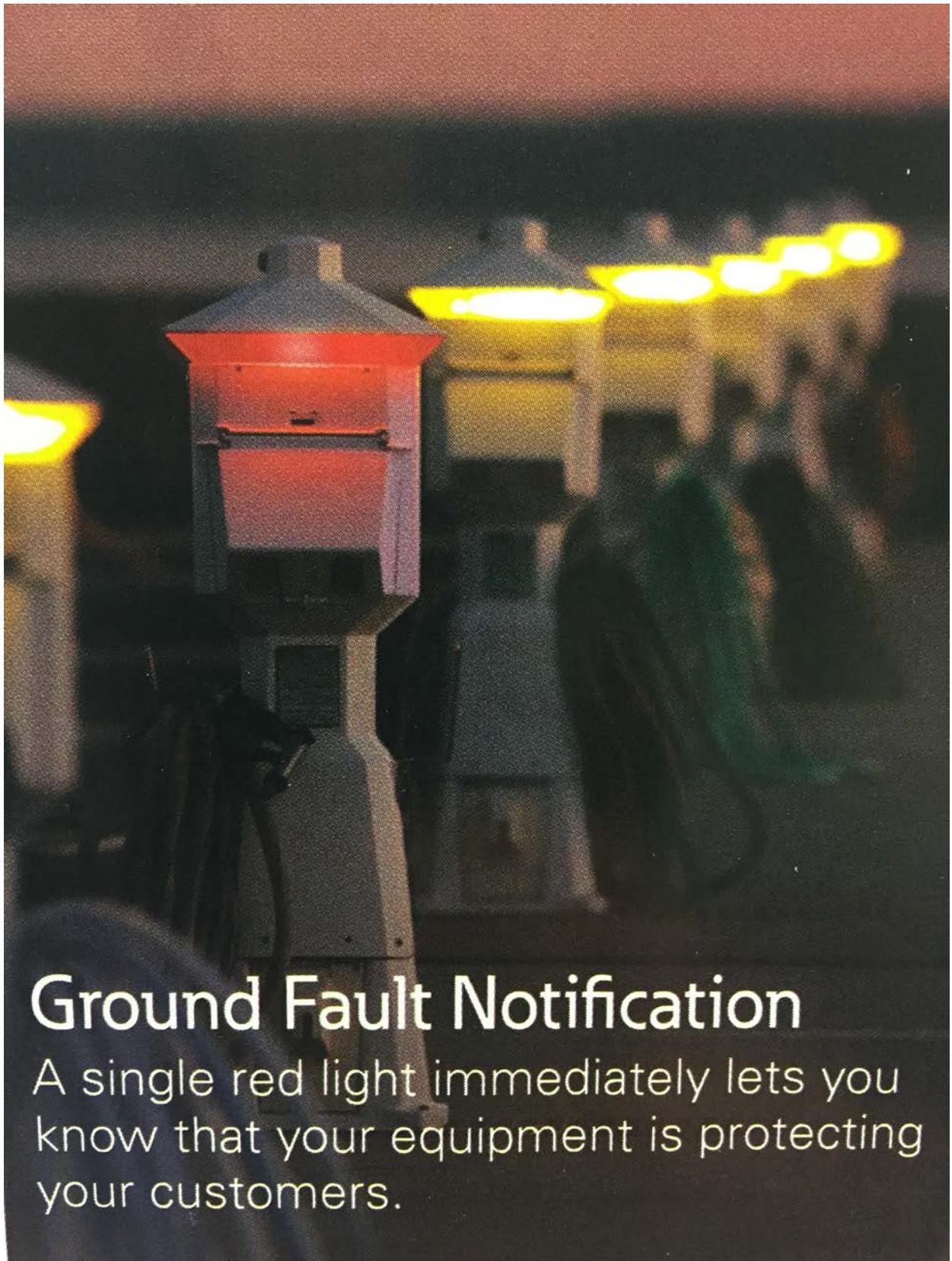
*(All within 15 minutes driving via shuttle or Taxi)*



# Project Site Plan

(Showing areas pertaining to B.I.G. Grant)





## Ground Fault Notification

A single red light immediately lets you know that your equipment is protecting your customers.

## 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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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.

<b>SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL</b> Joseph Grimaldi	<b>TITLE</b> Administrator
<b>APPLICANT ORGANIZATION</b> Office of Parks, Recreation and Historic Preservation	<b>DATE SUBMITTED</b> 09/18/2015

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