



Northern Border Regional Commission

2017 ECONOMIC AND INFRASTRUCTURE DEVELOPMENT (EID) INVESTMENT PROGRAM

APPLICATION

To best complete this application, please refer to the 2017 Application Manual found at

www.NBRC.gov

Send application to: Check the NBRC website regularly for submission instructions, or by US mail to EID Application, Northern Border Regional Commission (NBRC), 53 Pleasant Street, Suite 3602, Concord, NH 03301

APPLICATION DEADLINE: 5:00PM ON JUNE 2nd, 2017

CFDA # 90.601

A. General Information

1. NAME OF ENTITY APPLYING FOR FUNDING: _

2. CO-APPLICANT IF APPLICABLE: _

3. AUTHORIZED OFFICIAL:

3.A. _____ Name: ___-

B. Title: _____-

C. Street/PO Box: _____-

D. City/State/ZIP: _____ - _____ / _____ / _____

E. Phone: _____

F. Email Address: _____-

4. PROJECT PRIMARY CONTACT (if different from authorized official)

A. Name: _____ - - - - -

B. Organization if different from above: _____ - - - - -

C. Street/PO Box: _____ - - - - -

D. City/State/ZIP: _____ / _____ - - - - - / _____

E. Phone: _____

F. Email Address: _____
_____ - - - - -

5. AMOUNT BEING
REQUESTED FROM NORTHERN BORDER REGIONAL COMMISSION
FOR THIS APPLICATION: _____

6. HAS THE APPLICANT PREVIOUSLY RECEIVED FUNDS FROM NBRC?

.YES What year? _____ NO

7. WHAT LOCAL DEVELOPMENT DISTRICT IS THE ENTITY LOCATED
IN? Refer to the Application Manual for a list of Local Development
Districts.

8. WAS THE APPLICANT REQUIRED TO SUBMIT A SINGLE AUDIT IN THE PAST 12
MONTHS?

.YES

NO

B. Project Information

9. TIMELINE: A. Anticipated Start date: _____
 B. Anticipated *End* date: _____

10. CONGRESSIONAL DISTRICT

A. State(s) (*that the project is located in*):
B. Congressional District(s) (*that the project is located in*): _____

11. WHAT COUNTY OR COUNTIES WILL THE PROJECT TAKE
 PLACE IN? List all the counties that the project will be in.

12. FOR PROJECTS LOCATED WITHIN AN 'ATTAINMENT' COUNTY, WHAT
 ISOLATED AREA OF DISTRESS IS THE PROJECT LOCATED WITHIN?

13. PROJECT DESCRIPTION

Rockland is proposing to renovate its commercial public port facilities which serve the fishing and recreational cruise ship industries. The fish pier will be renovated to better serve current fishing activities and boat pier will be expanded to serve the growing cruise ship activity. .

14. WHAT IS THE TYPE OF ACTIVITY THAT WILL BE IMPLEMENTED?

CONSTRUCTION

NON-CONSTRUCTION

15. WILL THE ACTIVITY RESULT IN INFRASTRUCTURE?

YES

NO

16. WILL THE PROJECT CREATE OR RETAIN JOBS?

YES

17. WILL THE PROJECT IMPROVE WATER OR SEWER SERVICE?

YES

18. WILL THE PROJECT TRAIN INDIVIDUALS AS PART OF A WORKFORCE DEVELOPMENT PROGRAM?

YES

19. PROJECT LOCATION

The Rockland Municipal Port facility including the fish pier and the boat pier are located adjacent to the Historic Rockland Downtown. The area along the ocean also includes private piers and marine facilities, food processing businesses, museums, hotels, parks and other commercial activities. The close proximity between the waterfront and the downtown create a unique synergy for both traditional and new marine economic activity.

For Vermont applicants refer to link below and identify the project location as one or more of the following: Designated Downtown, Village Center, Growth Center, New Town Center

(To do this type the project address in the upper right corner search box)

<http://maps.vermont.gov/ACCD/PlanningAtlas/index.html?viewer=PlanningAtlas>)

20. PROJECT FOCUS

The Rockland Municipal Port Renovation project is an eligible purpose as defined in Section 7 a Transportation Infrastructure for improvements to port facilities. The municipal fish pier will be renovated to maintain existing jobs and allow for new fish suppliers and fishing boats to use the facility. The pier is the 2nd largest marine facility in the State of Maine and supplies the regions herring for the lobster industry. The age and condition of the existing pier have reduced its capacity and unless renovated will negatively affect the fishing economy throughout the region... it is also important to note that the pier also serves a variety of essential needs of the regions island communities providing fuel, construction supplies and other goods to island communities.

The project also meets eligible purpose g Resource Conservation, Tourism Recreation. The renovation and expansion of the municipal boat pier will allow for additional cruise ship visits and expand the capacity for recreational boaters. The tourist cruise ship industry is anticipated to increase from 3000 visitors to over 12,000 in the first year and additional growth is anticipated. The average per visitor person spending is over \$300 which is anticipated to create 30 new jobs in Rockland and have an additional impact on the regional economy since cruise companies arrange trips to area attractions. Tourism is an essential component of our economy and the additional recreational boaters using the pier along with the cruise ship visitors is a boost to the region.

21. ECONOMIC IMPACT OF THE PROJECT

Rockland continues to play a key regional role in the commercial fishery, landing 35 million pounds of seafood in 2016. This multiuse facility serves: 24 lobstermen, 3 herring carriers, 4 lobster buyers and 2 bait dealers. The pier easily supports \$10 million a year in private activity and investment. The impact also extends well beyond the city limits, as the estimated 8,000 metric tons of herring that are landed at the Midcoast Multi-Use Marine Facility provide bait for fishermen from the mid coast region to downeast Maine and all the way into the Maritime Provinces of Canada.

The Midcoast Multi-Use Marine Facility is the only designated facility in the Midcoast area that provides a safe pier to moor larger vessels such as herring carriers. These vessels can land their catch, process, and ship throughout the state in support of the Maine lobster fishing industry. Local lobsterman can land, sell their catch to the buying stations directly on the premises, complete major vessel repairs, transfer cargo and moor the vessels during the storm season.

The pier has provided for the safe bunkering of fuel to one of the only fuel delivery ships in the Midcoast which delivers to many of the major islands in and around Penobscot Bay and serves the essential need to fuel residential heating and commercial and recreational vessels and vehicles on the islands.

Marine industries supporting recreational boating includes boat sales, storage, repair, service, fuel sales, mooring, dock facilities and a variety of goods and services available in Rockland and the region.

Cruise ship landings have increased from 3,000 persons per year to 12,000 persons which is estimated to spread \$300 person into the local and regional economy. Based upon 12,000 cruise ship visitors this means \$3,600,000 is added into the economy.

The Rockland Port Facility Project will promote the following three critical economic factors:

- The fish pier is vital for the fishing and aquaculture industries and is the 2nd largest fish landing in the state (35 million pounds of seafood annual)
- The improved fish pier will be capable to respond to the changing needs of the fishing industry and will attract new users...
- The fish pier produces income to sustain its operational expenses

- The Public port facility will continue to attract and service a growing number of visitors into the city.
- The Port of Rockland provides a vital link for goods and services to the island communities especially fuel.
- The Port of Rockland provides a variety of marine services for both commercial and recreational boats and ships.
- The Port of Rockland provides a unique mix of marine activities including fishing, aquaculture, marine services, island services tourism and recreational boating.
- The Port is ideally located to handle increased export shipments of a variety of aquaculture products from the cluster of sea vegetable and shell fish farms in the region.

22. OUTCOMES OF THE PROJECT

The Renovation and expansion of the Rockland Municipal port facilities will ensure the continued operation of the fish pier operations, allow new fish vendors and fisherman to use the pier, allow additional cruise ships to visit Rockland, expand the recreational boat capacity at the boar pier and increase the local and regional economy in a variety of ways. Her are a few of the significant outcomes of this project:

- The existing 100 jobs currently dependent upon the fish pier will be retained.
- The dredging and fendering system improvements will allow for additional fisherman to use the facility and increase access to the pier by an additional 8 hours a day. Currently 24 lobstermen use the facility.
- Space for two or more lobster/fish buyers will be available at the renovated fish pier. This will add to the existing 9 dealers already at the pier.
- The existing landings of 35 million of seafood will be retained and likely to increase.
- The existing 8000 metric tons of herring landings will be retained and likely increase.
- Cruise ship visitors are expected to from 3000 per year to over 12,000 visitors as a result of the expanded boat wharf.
- The increased cruise ship visitors are expected to add an additional \$3,600,000 to the economy based upon an average spending of \$300 per visitor.
- An additional 30 new jobs resulting from the increased tourism activity will be added.
- Services to the island communities will be retained especially fuel shipments which use the fish pier
- The new concrete deck at the fish pier will significantly improve the appearance and cleanness of the facility which will better fit into the surrounding uses at the harbor and adjacent downtown.
- The new ramps at the boat pier will provide ADA access and allow safer connections to the Harbor Park and boardwalk.
- The capacity of the municipal port facilities especially the fish pier which is the 2nd largest facility in the State of Maine will be maintained and provide a renovated port infrastructure to serve the state.

23. WORK PLAN

The project entails a considerable amount of work in the harbor which is only permitted during certain times of the year to minimize impacts to marine life .Pier and dredging projects not

completed during the summer of 2018 will be completed in the summer of 2019. The following work schedule assumes that all the in harbor work will be completed in 2018, however, the work plan includes a summer 2019 work schedule in case delays are encountered.

The Proposed work at the fish pier includes the following:

- Dredge 80,000 square feet on the north and south sides of the pier to allow vessel access. The fill material is proposed to be used at a city park pending permit approval.
- Resurface the existing pier (40,000 square feet) with reinforced concrete to eliminate sinkholes and provide a surface to handle trucks and equipment.
- Replace the piers electrical system which is unsafe and unreliable.
- Repair/replace the pier fendering system to include of 51 piles, 3 camels and 7 ladders with whalers.

The proposed work on the boat pier includes the following:

- Remove the existing wharf/pier
- Rebuild and expand the pier by 642 square feet with a pre-cast reinforced concrete deck designed to be expandable.
- Install two new ADA compliant ramps
- Construct a new access to the Harbor Park and adjacent boardwalk

Project Timetable: Estimated start date is October 1, 2017 and Completion date is October 1, 2019

Task	Estimated Completion Date
Complete engineering plans and develop RFP's for project	2/1/2018
Submit permit applications to Army Corp of Engineers and Maine DEP	12/1/2017
Advertise RPP's and select contractors	3/1/2018
Upgrade pier electrical system	6/2018
Dredge the fish pier	8/2018
Install new fendering system	9/2018
Remove the existing boat pier	9/2018
Install new boat pier	10/2018
Install new concrete deck to the fish pier	10/2018
Install new ramps at the boat pier	10/2018
Complete harbor work as required	8/2019

24. REGIONAL PLAN

The City of Rockport project is in the 2016 CEDS and meets several priorities contained in the Strategic plan especially relating to infrastructure improvements, promoting marine industries, furthering critical asset clusters (fishing & tourism) and increasing tourism. The project is rated as a highest priority and a key regional investment. The project directly promotes the following 2016 CEDS Strategies:

Asset Based Cluster Development: The projects infrastructure improvements expands opportunities for fishing, aquaculture, cruise ship tourism, recreational boating and marine related

Entrepreneurship and Innovation: Additional space will be provided for more lobster boats and dealers and access to the pier at low tide will expand usage. Opportunities for additional services to the surrounding island communities from the pier could be expanded. The expanding aquaculture industry could also benefit from improved access to the pier for off-loading their products. The anticipated increases in cruise ship visits and expansion of recreational boat moorings will provide new opportunities for a variety of marine support services including repair, boating supplies, storage, and fuel.

Infrastructure and Environment: The major purpose of the project is to improve and expand the existing port infrastructure to support the current users and handle new growth and opportunities in a variety of marine related activities. The existing pier is inadequate to support the existing fisherman and activities that support island communities. Likewise the wharf at the port facility cannot handle current cruise ship and recreational boating activities which will stifle future expansion. The improvements at the pier especially the new concrete surface will eliminate the odor problem and allow the facility to fit harmoniously into the other port areas and the downtown. This is a significant measure to allow the expanding marine tourist sector to coexist with the traditional fishing and ship building/service waterfront activities.

The complete MCEDD CEDS can be found at mceddme.org

25. STATE PLANNING:

The State of Maine does not have a state-wide economic development plan. However, our proposal does qualify as a significant infrastructure improvement project which conforms to the Maine Northern Border Grant priorities. The infrastructure improvements to the municipal port facilities will benefit the both the marine and tourist sectors in the Mid Coast region

26. STRATEGIC PLAN: The NBRC Strategic Plan can be found at www.nbrc.gov. Explain how this project will help advance the goals and/or explain how the project could contribute to meeting the performance measures outlined in the NBRC Strategic Plan.

The following six(6) questions are for entities requesting to use funds for a Revolving Loan Fund (RLF). Please put N/A if not applicable to your project. N/A

27. BRIEF ORGANIZATIONAL HISTORY: Please provide a history of the organization's lending experience that demonstrates potential successful use of NBRC funds. Please include years in existence and current loan portfolio. N/A

28. ADMINISTRATION: Provide a brief explanation of how administration of the RLF will be funded.

N/A

29. ORGANIZATIONAL PROCEDURES: Provide a copy of the organization's procedure manual and/or explain how an established loan review committee will participate in decision-making pertaining to the NBRC RLF.

N/A

30. STAFF RESUMES: Provide staff resumes of those who will be responsible for the NBRC funds and a list of the loan review committee members. N/A

31. USE OF FUNDS: Describe the use of funds to include addressing known funding gaps, address target populations, potential and/or known recipients, and how funds will fill an identified demand. N/A

32. LOAN FUND POLICY DOCUMENT: Include the organization's RLF policy document. If the document does not address the following provide this additional information.

- a. Service area for NBRC RLF
- b. Eligible loan purposes
 - c. Fees, rates, terms, collateral requirements, limits, priorities
- d. Application process
 - e. Method of disposition of funds to the borrower
Monitoring of the borrower and reporting requirements and actions taken for delinquencies

N/A

C. Project Financing

33. PROJECT FINANCIAL OVERVIEW

TOTAL PROJECT COSTS:\$2,200,000

(this is the total project costs including what you are requesting from Northern Border Regional Commission)

NBRC REQUESTED AMOUNT: \$500,000

MATCH *(this is TOTAL PROJECT COST minus NBRC REQUEST)*: \$1,700,000

34. BUDGET: In question #14

if you checked that this is a construction project fill out the Standard Form 424C. if you checked that this is a non-construction project fill out the Standard Form 424A.

Engineering/Planning/Permits

Task	Cost
Project Engineering Plans , RFP and permits	\$387,000
Subtotal	\$387,000

Project: Fish Pier

Task	Cost
Dredging and disposal of materials	\$340,000
Pile replacement	\$102,000
Electrical upgrade and new equipment	\$65,000
New concrete surface	\$680,000
Subtotal	\$680,000

Project: Boat Pier

Task	Cost
Pier rebuild	\$500,000
Pier Ramp to Floats	\$60,000
Pier Ramp to harbor park and adjacent boardwalk	\$57,000
Subtotal	\$617,000

Local Development District Administration

Task	Cost
Local Development District Administration	\$9,000
Subtotal	\$9,000

Total project Cost: \$2,200,000

35. IDENTIFY MATCH:

36. WILL THERE BE ANY CAPITAL INVESTMENTS MADE BY PRIVATE

COMPANIES? Yes No If yes, attach participation agreements provided if available.

The project leverages funds from multiple sources including the City of Rockland, Maine Department of transportation, Maine Community Development Block Grant Program and the Economic Development Administration.

The following are the funds identified to leverage the \$500,000 Northern Border Grant Request:

Fund Description	Status	Amount
City of Rockland	Funds committed by City	\$400,000
EDA Grant	Application to be submitted in 2017	\$900,000
Maine DOT Grant	Funds committed by MDOT	\$100,000
CDBG Fund	Approval pending from Maine DECD	\$300,000
Total Matching Funds		\$1,700,000

37. ADMINISTRATION

include 5% for the first \$100,000, and 1% for funds in excess of \$100,000 for

The project budget includes the Local Development District Administration line item. Additional administration and engineering oversight will be provided by the Harbor master and retained engineering assistance to inspect construction and make sure all applicable federal and state grant requirements are followed.

38. SUSTAINABILITY

The city fish pier and the boar pier currently produce revenue from a variety of fees, permits, and usage charges which will provide the funds necessary to fund on-going maintenance and capital improvements. It is anticipated that the net revenue after expenses from both operations will be \$200,000 per year. The City has recently updated its fees and revised its operation plans to make sure the municipal piers have funds to address repair and upgrade expenses. The \$400,000 City match for this project is from the municipal marine port revenues.

39. PROPERTY

Will property or equipment be purchased with NBRC or matching funds for the project? (NOTE: an appraisal will be required prior to any land transaction taking place, signed off on by an MAI (Member Appraisal Institute) Appraiser or a Certified General Appraiser)

YES

NO

40. OWNERSHIP

The City of Rockland owns and operates the Municipal Fish Pier and Boat Pier and will continue to own and operates both of these facilities. The Rockland Harbor Master Office is responsible for the port facilities.

41. FINANCIAL NEED:

The City has pulled together a significant partnership of funding sources to complete the capital improvements to both the fish pier and the boat pier. The total match is \$1,700,000 which includes \$400,000 from the city marine port fund. The fish pier is the 2nd largest pier in the state for fish landings and plays a significant role in the state's fishing economy. Likewise the boat pier with its expanding potential to handle additional cruise ship visits is expected to increase the region's tourist economy. The cruise ships arrange trips throughout the region for their passengers which benefits the entire mid coast region. . The cost of making these proposed capital improvements is beyond the capacity of the City of Rockland and the use of a variety of funding sources is necessary to sustain and grow both the fishing and tourist economy of the region. Funding for this project includes the City of Rockport, Maine Department of transportation, Maine Department of Economic Development, Economic Development Administration and the Norther Border Regional Commission.

D. Authorization/ Resolution

The NBRC requires this resolution by the applicant’s legal authority providing authorization to the executive to make and sign this application to Northern Border Regional Commission. The resolution indicates the executive’s permission to sign any and all NBRC investment documents that bind the applicant. Legal authorities include: selectboards and councils for municipalities; commissions for counties; state authorized officials or boards for states; boards of directors or trustees for non profits.

By signing this application, applicant acknowledges and affirms the following statements:

- The applicant is not legally organized as a for-profit entity, LLC, Sole Proprietorship, Individual or any other entity excluded from receiving federal grants or awards;
- The applicant has no outstanding federal debts, liens or encumbrances;
- The applicant is in good standing with its single audit requirements, if applicable;
- Any conflicts of interest have been disclosed in writing prior to the submission of this application;
- No application preparation or consultant fees shall be paid from NBRC awarded funds;
- Submission of this application does not constitute a contract or guaranteed funding from NBRC;
- Local Development Districts (LDDs), serving as project administrators shall be entitled to fees amounting to 5% of the first \$100,000 and 1% thereafter, of the total NBRC awarded amount, unless the applicant is a state entity;
- No expenses are eligible for reimbursement prior to the execution of the Notice to Proceed;
- That a Notice to Proceed will not be issued until match funding has been secured and documented;
- The project must be located within the NBRC service area and be a direct benefit to the area;
- All applicable state laws pertaining to contracting, procurement, and bidding process shall be adhered to; and
- The project does not relocate a businesses from oneregion to another;
- You have the legal authority to sign any and all NBRC Investment documents, to submit this application for funding and accept funds for the purposes outlined in this application;
- To the applicant’s knowledge, the statements and information contained in this application are true and correct.

Authorized official’s signature

date

Witness

date

Completed Application Checklist

1. Signed copy of this Application
2. Resolution to authorize the official to make and sign this application to Northern Border Regional Commission.
3. Standard Form 424 Application for Federal Assistance
4. Budget: SF424A (for non construction projects)
OR SF424C (for construction projects)
Federal
5. Assurances: SF 424B (for non construction projects)
OR
SF 424D (for construction projects)
6. Disclosure of Lobbying Activities SF LLL
7. Certification Regarding Debarment, Suspension, and Other Responsibility Matters NBRC Form 1001
8. Any Letters of Recommendation that will enhance the Application
9. For Non-profits: A. Certificate of Good Standing and
B. IRS Determination Letter

Questions on this application can be directed to Christine Frost at 202-590-0807 or cfrost@nbrc.gov

NEPA EXEMPT Addendum II (a)

The following activities are **EXEMPT** from 24 CFR 58.34, the legislation governing NEPA review. Check any and all that are applicable to your project.

- Environmental and other studies, resource identification and development of plans and strategies;
- Information and financial services;
- Administrative and management activities;
- Public services that will not have a physical impact or result in any physical changes, including but not limited to services concerned with employment, crime prevention, child care, health, drug abuse, education, counseling, energy conservation and welfare or recreational needs;
- Inspections and testing of properties for hazards or defects;
- Purchase of insurance;
- Purchase of tools;
- Engineering or design costs;
- Technical assistance and training;
- Assistance for temporary or permanent improvements that do not alter environmental conditions and are limited to protection, repair, or restoration activities necessary only to control or arrest the effects from disasters or imminent threats to public safety including those resulting from physical deterioration;

Does your project consists solely of the elements checked above? Yes No

If you check no, you will be required to fill out the Categorical Exclusion worksheet instead of this EXEMPT worksheet.

I do certify that the above information is true to the best of my knowledge as of the date of application.

Applicant Signature _____ Date _____

Title _____

Organization _____

NEPA EXEMPT Addendum II (a) (three pages)

Interim Determination of Categorical Exclusion for Northern Border Regional Commission

Project Names(s):	
Other potential Federal funding for this project (NBRC will coordinate with other federal organizations whenever necessary to assure compliance with NEPA regulations):	
Check off any and all that apply	The project falls into the category below.
	<p>1. Acquisition, repair, improvement, reconstruction, or rehabilitation of public facilities and improvements (other than buildings) when the facilities and improvements are already in place and will be retained in the same use without change in size or capacity for more than 20 percent. Examples:</p> <ul style="list-style-type: none"> ▪ Replacement of water or sewer lines ▪ Reconstruction of curbs and sidewalks ▪ Repaving of streets
	2. Special projects directed toward the removal of material and architectural barriers that restrict the mobility of and accessibility to the elderly and handicapped
	<p>3. Rehabilitation of buildings and improvements under the following conditions:</p> <ul style="list-style-type: none"> i. In the case of a building for residential use (with one to four units), the density is not increased beyond four units and the land use is not changed. ii. In the case of multifamily residential buildings: <ul style="list-style-type: none"> ii.A. Unit density is not changed more than 20% ii.B. The project does not involve changes in land use from residential to non-residential; and ii.C. The estimated cost of rehabilitation is less than 75% of the total estimated cost of replacement after rehabilitation. iii. In the case of non-residential structures, including commercial, industrial, and public buildings: <ul style="list-style-type: none"> iii.A. The facilities and improvements are in place and will not be changed in size or capacity by more than 20 percent; and iii.B. The activity does not involve a change in land use, such as from non-residential to residential, commercial to industrial, or from one industrial use to another.
	<p>4. Studies and Research</p> <ul style="list-style-type: none"> i. Engineering studies and investigations that do not permanently change the environment. ii. Research and analysis.
	5. Acquisition (including leasing) or disposition of an existing structure or acquisition (including leasing) of vacant land provided that the structure or land acquired or disposed of will be retained for the same use;

The entirety of the project is made up of one or more of the above categories: Y ___ or N ___

Compliance Checklist for the "Other Requirements" in 24 CFR 58.6 ENVIRONMENTAL CHECKLIST FOR CATEGORICAL EXCLUSIONS

1. Description of project:

2. Project Resources

For the below listed land uses or environmental resources, the undersigned has checked Column A to indicate those that are present within the site(s) of the proposed action. Column B has been checked for those that are within the action's area of environmental impact, such as the areas adjacent to the proposed site(s). Column C has been checked for those land uses and environmental resources that will be affected by the proposed action, as defined in Section 1940.317. (Check appropriate box or circle, as provided. If a check appears in any circle in column A, B, or C, the environmental assessment for a Class I action must be completed).	Located on proposed site	Located within Actions' Area of Environmental Impact	Affected by Proposed Action
a. Wetlands	Yes No	Yes No	Yes No
b. Floodplains with existing structure(s)	Yes No	Yes No	Yes No
c. Floodplains without existing structure(s)	Yes No	Yes No	Yes No
d. Wilderness (designated or proposed under the Wilderness Act)	Yes No	Yes No	Yes No
e. Wild or Scenic River (proposed or designated under the Wild and Scenic Rivers Act)	Yes No	Yes No	Yes No
f. Historical, Archeological Sites (listed on the National Register of Historic Places or which may be eligible for listing)	Yes No	Yes No	Yes No
g. Critical Habitat or Endangered/Threatened Species (listed or proposed)	Yes No	Yes No	Yes No
h. Coastal Barrier included in Coastal Barrier Resources System	Yes No	Yes No	Yes No
For the below listed land uses or environmental resources, the undersigned has checked Column A to indicate those that are present within the site(s) of the proposed action. Column B has been checked for those that are within the action's area of environmental impact, such as the areas adjacent to the proposed site(s). Column C has been checked for those land uses and environmental resources that will be affected by the proposed action, as defined in Section 1940.317. (Check appropriate box or circle, as provided. If a check appears in any circle in column A, B, or C, the environmental assessment for a Class I action must be completed).	Located on proposed site	Located within Actions' Area of Environmental Impact	Affected by Proposed Action

i. Natural Landmark (listed on National Registry of Natural Landmarks)	Yes	No	Yes	No	Yes	No
j. Important Farmlands	Yes	No	Yes	No	Yes	No
k. Prime Forest Lands	Yes	No	Yes	No	Yes	No
l. Prime Rangeland	Yes	No	Yes	No	Yes	No
m. Approved Coastal Zone Management Area	Yes	No	Yes	No	Yes	No
n. Sole Source Aquifer Recharge Area (designated by Environmental Protection Agency)	Yes	No	Yes	No	Yes	No
o. State Water Quality Standard					Yes	No

FINDING

This proposal meets, Section 1940.317. As indicated in item 2 above, the proposal does not affect any important land uses or environmental resources that would subject it to disqualification as a categorical exclusion. Additionally, the proposal is neither a phase nor segment of a project which when viewed in its entirety would not meet the requirements of a categorical exclusion per Section 1940.317 (d).

Signature: _____ Date: _____
 Title _____

* In terms of its size and components, the criteria for a categorical exclusion as defined in Sections 1940.310.

FINDING

The proposed project does not fall within the EXEMPT (Addendum II. a) or Categorical Exclusion as outlined above. Further environmental review may be required if funded through NBRC. The applicant acknowledges that additional information will be required in order to meet NEPA requirements and has the capacity to follow through with additional environmental review.

Applicant Signature _____ Date _____
 Title _____